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GENERAL PLAN SISKIYOU COUNTY

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San Carlos, California

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RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SISKIYOU, STATE OF CALIFORNIA ADOPT-
ING A GENERAL PLAN FOR SAID COUNTY.

WHEREAS, the Siskiyou County Planning Commission by its Resolution No. 1968-2 did, on the 7th day of February, 1968, adopt a proposed General Plan for Siskiyou County and did recommend that the Board of Supervisors adopt such plan, and

WHEREAS, this Board of Supervisors did on the 27th day of February, 1968, hold a public hearing thereon, notice thereof having been given as prescribed by law and at which time all interested persons were afforded opportunity to be heard thereon, and

WHEREAS, all comments, requests and suggestions received at said hearing were given due and deliberate consideration in connection with the objectives and purposes of said proposed plan, now

THEREFORE BE IT RESOLVED by the Board of Supervisors of the County of Siskiyou, State of California, in regular session assembled this 27th day of February, 1968, that the General Plan for Siskiyou County be and it is hereby adopted and

BE IT FURTHER RESOLVED that the County Clerk is hereby authorized and directed to certify to such adoption.

The above and foregoing resolution was introduced by Supervisor Hayden, who moved its adoption, seconded by Supervisor Ager and adopted by the following roll call vote:

AYES: Supervisors Ager, Hayden, Jackson and Sirianni.

NAYES: Supervisors None.

ABSENT: Supervisors None.

Whereupon the Chairman declared the above and foregoing resolution duly adopted and

SO ORDERED

/s/ W.C. Ealy
Chairman, Siskiyou County
Board of Supervisors

ATTEST:

/s/ Rachael N. Cordes
County Clerk and ex-officio Clerk of the
Board of Supervisors of Siskiyou County, California

By

/s/ Norma Price
Deputy Clerk

RESOLUTION OF THE PLANNING COMMISSION OF THE
COUNTY OF SISKIYOU, ADOPTING A GENERAL PLAN
FOR SISKIYOU COUNTY, STATE OF CALIFORNIA.

WHEREAS, this Commission did cause to be prepared a General Plan for
Siskiyou County, and

WHEREAS, in accordance with the provision of law a public hearing was
held thereon, notice thereof having been given in the time and
manner specified by law at which time all interested persons
were afforded opportunity to be heard thereon, and

WHEREAS, all requests, suggestions and comments received at aforesaid
hearing were considered in relation to the proposed plan and
the objectives of said plan, now

THEREFORE BE IT RESOLVED, by the Siskiyou County Planning Commission in
regular session assembled this 7th day of February, 1968, that
those documents entitled Land Use Plan and Circulation Plan of
the General Plan for Siskiyou County be and they are hereby
adopted as modified, and

BE IT FURTHER RESOLVED, that this Commission recommends that the Board
of Supervisors of the County of Siskiyou hold a public hearing
thereon in the manner prescribed by law and do adopt said Gen-
eral Plan.

The foregoing resolution was introduced by Commissioner Connor,
who moved its adoption, seconded by Commissioner Radcliffe
and adopted by the following roll call vote:

AYES: Commissioners Connor, Slimmer, Heidewald, Kincaid, Martin, Weller,
Radcliffe.

NAYES: Commissioners None

ABSENT: Commissioners Dunlap, Wilson

Whereupon the Chairman declared the above and foregoing resolution duly
adopted and

SO ORDERED

/s/ W.M. Heidewald
Chairman, Siskiyou County
Planning Commission

ATTEST:

/s/ Carl H. Johnson
Secretary, Siskiyou County
Planning Commission

INTRODUCTION

The Land Use Element of the General Plan, when adopted, becomes a policy statement of the guidelines for the future development of Siskiyou County. The County-wide Plan coupled with individual plans for the several cities and communities is a blueprint for future growth of the County. Since the General Plan is a long-range view of the future, it is adopted by resolution and not by ordinance. No one, no matter how well gifted, can foresee all events which may occur in the future and therefore the plan must not become static but must be amendable to change as circumstances dictate.

When changes are to be made, both the Planning Commission and the Board of Supervisors should determine that the change being made in the plan will, in the long run, be to the advantage of the County, not to a small group of individuals.

The land contained within the geographic limits of the County is its greatest asset and is the source of the economic well-being of the area. This Land Use Element and the basic studies contained are a plan for the use of land in such manner as to most advantageously serve its residents. The population projections contained in the report indicate the expected future number of persons who will be dependent upon the land. Therefore, the Land Use Plan adopted as a policy expresses the intent of the County's residents to make provisions for their future well-being.

Since the use of land without consideration of transportation arteries would be meaningless, a Circulation Element will follow the Land Use Element.

The increase of leisure time activity has produced more and more demands for recreation. Siskiyou County, with its unsurpassed forested areas, lakes, rivers and other natural features, has a unique opportunity to provide for recreation needs. Accordingly, a subsequent element of the General Plan will be the preparation of a Park and Recreation Plan.

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BACKGROUND

Siskiyou County, the middle of the three most northerly California counties, borders on the State of Oregon for over 100 miles in an east-west direction. In a north-south direction, the county ranges from 60 to 70 miles. Bordered on the east by Modoc County, on the west by Humboldt and Del Norte Counties, and on the south by Shasta and Trinity Counties, Siskiyou County was created by the Legislature in 1852, from the northern part of Shasta County and a portion of what had previously been Klamath County. The County contains 6300 square miles of land and is the fifth largest county in the State, and the largest in northern California. The county contains all or part of five national forests - Rogue, Shasta-Trinity, Klamath, Modoc and Six Rivers. Nearly 63% of the land area is in public ownership.

The county lies astride the California-Oregon Trail, where the stage coach and freight wagons once traveled between Sacramento and Columbia River Valleys. This old route has now become much of the location of modern Interstate Highway 5, a main link between California and the Pacific Northwest. When the railroad replaced the stage coach and freight wagon, it followed a similar route through the center of the county.

The Sacramento River headwaters are located in Siskiyou County, which also contains a large part of another major river system, that of the Klamath River.

HISTORY

Hudson Bay Fur Company, trappers, moving southward from the Columbia River Basin, explored what was to become Siskiyou County in the 1820's. By 1830, Peter Skene Ogden had opened up a route between the great valley of California and Oregon, by Klamath Lake. It was Ogden who

on the 14th day of February, 1827, entered in his journal the first written account of Mt. Shasta. By 1834, Ewing Young traveled up the Sacramento River Canyon, creating the Central California-Oregon Trail. During the gold mining period two alternate routes arose: One skirted the eastern foot of Mt. Shasta, the other crossed over the Trinity and Scott Mountains, and by way of Scott Valley reached Yreka. During the 1830's and early 1840's large herds of cattle were driven over this central route from California's great valley into the Willamette Valley.

Prior to the coming of the white man, the area later to become Siskiyou County was inhabited by Indians who lived in the valleys and along the lakes and rivers, where a bountiful supply of fish, game and plant life provided sustenance. The northeastern part of the County was the home of the Modocs and Klamaths; the southeast, the Wintuns; the Shastas in the north-central, and to the west the Yuroks and Karoks.

The discovery of gold in the 1850's brought a stream of miners and their followers. Mining camps and towns sprang up along the Scott, Klamath and Shasta Rivers, some of which settlements have established and grown to become cities of present day Siskiyou County. With the gold rush the California-Oregon Trail became a well defined pack trail as supplies were brought to the miners. By 1860 a stage route had been built from Yreka as far south as Upper Soda Springs, where pack trains connected to Pit River, where stages again continued southward. In 1870 a permanent stage route down the Sacramento River Canyon had been created. Early in 1849 a wagon crossing was made over the Siskiyou Mountains south from Oregon into the Shasta Valley.

Until the coming of the railroad in the late 1880's, the California Stage Company operated a stage line from Shasta City (six miles west of the present city of Redding) over the Trinity Mountains to Callahan and Yreka. At this latter point the Oregon Stage Company took over the service across the Siskiyou Mountains. This route came to be famous as the California-Oregon Stage Road. South of Shasta City stage service was provided to Chico Landing, where the steamers running on the Sacramento River unloaded.

The discovery of gold in 1850 changed the dream of fur trappers and explorers to a torrent of prospectors. Soon the Salmon, Scott and Klamath Rivers, including the Shasta River as far south as Yreka and Greenhorn and their tributaries, were the scenes of great activity as the miners sought for gold.

The 1860's saw more and more pioneering families come to settle the valleys where abundant water and grass encouraged cattle raising to become significant. This decade saw the settlement of the fertile Butte Valley. The next decade was one of continuing settlement and increasing agriculture. The 1870's was distinguished by the only significant Indian war fought in California. The Modoc War of 1872-73, fought in eastern Siskiyou County, occurred principally in that area now included within the Lava Beds National Monument, where momentos of this action are preserved.

The coming of the railroad to Siskiyou County added emphasis to its growth and development. With the completion of the Southern Pacific Railway from Redding into Oregon in 1886-87, lumbering and saw milling joined agriculture and mining as the principle industries of the county. The communities of McCloud, Weed, Hilt and Dorris sprang up around saw mills and factories. Other towns sprang up along the railroad, such as Dunsmuir, Sisson (now Mt. Shasta City), Grenada and Montague.

Since that time lumbering and saw milling have continued to increase, becoming the most important industry of the county as mining declined in importance. Agriculture maintained a steady growth and has come to be second in industrial importance.

As a result of the railroad and highway developments making ready access to the county and the lavishness of its natural resources, the stream of tourists has increased from year to year, to enjoy the hunting, fishing, forests, lakes and other natural wonders with which Siskiyou County is so amply endowed. Today, tourism has joined with other industries to become a part of the economic base of the county.

TOPOGRAPHY AND GEOLOGY

Siskiyou County presents a wide range of topographic and geologic form. Much of the county is mountainous, nearly 80% - with about 20% in valley and hill land, a portion of which is extremely fertile. Elevations range from about 500 feet above sea level at the point on the westerly boundary, where the Klamath River leaves the county, to Mt. Shasta - 14,162 feet above sea level. Two major rivers drain from the county: the Sacramento and its McCloud branch drains the southerly part of the county down through the Great Valley; the Klamath River, with its Scott, Salmon and Shasta branches drains the major portion of the county westerly to the Pacific Ocean.

The county is nearly equally divided along the north-south line into the Klamath Mountains and the Cascade Range-Modoc Plateau Geomorphic Provinces, the former being the westerly and the latter being the easterly portions of the county.

The Klamath Mountains Province is characterized by rugged topography, with prominent peaks and ridges reaching from 6,000-8,000 feet. These mountains, where changes in elevation

of 2,000-4,000 feet are common, contain deep and narrow canyons with peaks and ridges standing out above. The higher mountains have been glaciated to sharp outline and often contain glacial lake basins. The Klamath Mountains have been chiefly the result of stream erosion of an elevated plateau and therefore considerably dissected by the drainage courses.

The Cascade Mountain-Modoc Plateau Province is a high plateau averaging approximately 4,500 feet in elevation. This is an area of scattered volcanos and volcanic buttes, and exhibits extensive evidence of recent volcanism. The Cascade Range is noted for its many large and recently active volcanos.

Mt. Shasta, with its mantle of glaciers, and one of the highest peaks of the range, dominates the central Siskiyou County area. Due to its isolation and its height (14,161 feet), it stands in solitary grandeur separated from the Klamath Mountains by the Shasta Valley. On the easterly side of the Cascades is the large and fertile Butte Valley, the bed of an ancient lake more than 4,000 feet above sea level. All that remains of this body of water is the present Meiss Lake.

The southeasterly part of the county is characterized by the Medicine Lake Highland, an area of considerable elevation characterized by recent volcanic activity. This highland contains numerous small cinder cones and achieves its highest point in Mt. Hoffman, at 7,928 feet.

The Lava Beds National Monument, along the northeasterly edge of the Medicine Lake Highlands, separates the Cascade Mountain Province from the Modoc Plateau in the northeasterly part of the county. The area of the monument contains many examples of the recent volcanism,

and as previously noted, was the site of the Modoc Indian War of 1872-73. That portion of the Modoc Plateau in Siskiyou County is contained in the Tulelake Basin. Although in earlier years Tulelake had an area of 150 square miles, it has shrunk over the years, until it has disappeared as a permanent feature.

CLIMATE AND WEATHER

Due to the land area involved and the diversity of topography, the climate of Siskiyou County exhibits considerable change. In the valleys, warm summer days, cool summer nights and mild winters are to be expected. The higher elevations can be expected to have cool summers and heavy winters. The western portion of the county, due to its proximity to the Pacific Ocean, experiences substantial precipitation and humidity which declines to the east, culminating in a continental-like climate in the eastern portion of the county with greater temperature variation and lesser precipitation. Rainfall varies from 50 inches at lower elevations along the westerly boundary to 10 inches along the east boundary. Higher elevations in the western portion may receive as much as 60 inches of annual rainfall. Intermediate elevations receive from 20 to 30 inches of snowfall a year, while on the upper slopes of Mt. Shasta and south and southeasterly of the mountain as much as 100 inches may be expected. Local situations exert substantial effect on the weather, resulting in significant departures from general conditions. Significant variation and precipitation over the county occurs from year to year. Generally, the precipitation pattern follows the rest of the state, with heavy precipitation during the winter and light rainfall during the summer.

Winds are generally light over the county, although at times may increase in strength with winter storms, or under local effects on summer thunder storms.

The eastern valleys experience a short growing season, increasing in length in the central county and becoming 240-270 days in the lower Klamath River.

RESOURCES

Of the 4,040,320 acres of land in Siskiyou County, 3,373,000 acres or 83% is in forest lands, of which 2,3334,000 acres or 58% of the county's area is commercial forest land.

Forest Land	3,373,000 Acres
Dry Grass Land	168,000 Acres
Barren and Sage Brush Land	288,000 Acres
Marsh Land and Water Surface	12,000 Acres
Cultivated Agricultural, Urban and Industrial Land	<u>199,000 Acres</u>
Total Area	4,040,000 Acres

Of the 199,000 acres of cultivated agricultural, urban and industrial land, 135,000 acres is irrigated agricultural land which presently receives approximately 2-1/2 acre feet of water per acre per year. Due to its location and topography, the county is well provided with water, although some portions of the county are of such elevation as to preclude its application to the land. In addition to the Sacramento River System in the southerly portion of the county, the Klamath River Basin represents the largest water source in the northwestern portion of the state. The 12,000,000 acre feet of average natural runoff from the Basin is a significant source of surplus water. The suggested Klamath River Reservoir in the lower river could back

VEGETATION TYPES



up water into the southwesterly part of the county, and would have a significant effect in increasing the recreational resources. Although this area is removed a major distance from any Interstate Highway Route, and rather inaccessible today, its reality could result in a substantial demand for improved access routes.

The projected Box Canyon Dam and Reservoir on the Sacramento River, near the City of Mt. Shasta, will contribute significant new recreation resources in the south county area. In close proximity to Interstate Highway #5, this area should receive heavy use following completion.

Of the commercial forest lands, 1,600,000 acres, or 40% of the county's area, is in public ownership. Public ownership of all lands in the county exceed 63% of the county's area.

Farm lands under cultivation are principally located in the Shasta, Scott and Butte Valleys, and the Tululake Basin. The soils of the three valley areas are generally deep alluvial silts and clay loams, while the Tululake Basin's lacustrine soil is of high organic muck of excellent productivity. Although the county contains both metalliferous and non-metalliferous deposits of extent, there is presently little activity in extraction. The Economic Report of the General Plan contains significant details of the resources of the county, and therefore they are not repeated here.

As a result of the county's geologic and topographic diversity, it contains an extensive recreation resource. The county's forested lands, lakes and rivers provide unlimited opportunity for the hiker, camper, hunter, fisherman and sightseer. Ranging from the high mountain and river areas of the Klamath Mountains to the volcanic areas of the Cascades,

NATIONAL FORESTS



SISKIYOU COUNTY, CALIFORNIA

Legend: National Forest Boundaries

diverse scenery is afforded the recreationist. The water surface of reservoirs provide an unlimited amount of space for those interested in aquatics, while the snow slopes of Mt. Shasta vicinity are available to the winter sports enthusiasts. A limitless resource for recreation is provided within the county.

POPULATION - PAST AND FUTURE

The General Plan-Economic Survey contains a detailed report of the characteristics of the population of Siskiyou County. In addition, a projection of future population growth was made in that report. Besides the anticipated county population by decade, the projections of populations of each of the cities of the county were made and the relationship of urban and rural populations projected. The population growth of the county is summarized in the table on Page 12, entitled "SISKIYOU COUNTY POPULATION GROWTH", and includes projections for each of the cities and communities of the county and the relationship of urban to rural population. From the first census enumeration undertaken in the area of the State of California, and made in 1850, there has been but with one exception a steady increase in that portion of the population of the state residing in urban areas as follows:

<u>Year</u>	<u>Percent Urban</u>	<u>Percent Rural</u>
1850 (1)	7.4%	92.6%
1860	20.7%	79.3%
1870	37.2%	62.8%
1880	42.9%	57.1%
1890	48.6%	51.4%

SISKIYOU COUNTY POPULATION GROWTH

Year	Siskiyou County Population	Dorris	Dunsmuir	Etna	Fort Jones	Happy Camp	McCloud	Montague	Mt. Shasta	Tulelake	Weed	Yreka	Rural Pop- ulation	Percent in Communities	Percent Rural
1960	32,885	973	2873	596	483	1667	2140	782	1936	950	3223	4759	12,503	62.0	38.0
1970	35,473	1064	3192	780	568	1800	2357	923	2838	1028	3547	5676	11,700	67.0	33.0
1980	37,885	1137	3788	833	644	1922	2652	947	3220	1250	3977	6819	10,696	71.8	28.2
1990	40,298	1210	4231	887	725	2180	3022	1088	3626	1330	4231	8060	9,708	75.9	24.1
2000	42,710	1324	4698	940	811	2594	3417	1238	4056	1452	4698	8969	8,513	80.0	20.0

<u>Year</u>	<u>Percent Urban</u>	<u>Percent Rural</u>
1900	52.3%	47.7%
1910	61.8%	38.2%
1920	67.9%	32.1%
1930	73.3%	26.7%
1940	71.0%	29.0%
1950	80.7%	19.3%
1960	86.3%	13.7%

(1) 1850 returns incomplete.

Similar to the trend in the state's population, it is to be noted that more and more of the population of the county will reside in communities or urban areas. Each decade has shown a decline in the percent of population residing in rural areas. By 1960, nearly 65% of the county's population was congregated in cities or in communities. By the year 2000, it is anticipated that 80% of the county's residents will be living in urban places, although there will still be a substantial number of persons living in rural areas. It is to be expected that the rural population will decline from 12,500 in 1960 to 8,500 persons by the year 2000. This movement results from several factors - (1) Increased employment in industry with advancing technologies; (2) Decreasing employment in agriculture with increasing mechanization; (3) Increased mobility as a result of the automobile and improvement of streets, roads and highways.

The density of population per square mile within the county shows a steady increase in the past, and as projected:

Year	Persons per Square Mile
1930	4.0
1940	4.5
1950	4.9
1960	5.2
1966 (Estimated)	5.5
1970	5.6
1980	6.0
1990	6.4
2000	6.8

The U. S. Census of 1950 reported the family size in Siskiyou County was 3.06 persons, which had declined to 3.00 persons by 1960. Lacking significant changes in the employment base of the county, it is expected that this family size will remain at approximately three persons, or possibly declining slightly. It is noted in the Economic Survey there is a significant exodus from the county of young adults seeking higher education and improved job opportunities. With changes in the economic base resulting in increased employment opportunities, this exodus would be arrested and increased in-migration of young adults occur. Such a change could substantially alter the present trend in family size.

DISTRIBUTION OF SISKIYOU COUNTY POPULATION
(in %)

<u>Year</u>	<u>County Popu- lation</u>	<u>Dorris</u>	<u>Dunsmuir</u>	<u>Etna</u>	<u>Fort Jones</u>	<u>Happy Camp</u>	<u>McCloud</u>	<u>Mon- tague</u>	<u>Mt. Shasta</u>	<u>Tule- lake</u>	<u>Weed</u>	<u>Yreka</u>
1930	25,480	3.0	10.2	1.5	1.2	--	--	2.0	4.0	--	--	8.3
1940	28,598	3.0	8.2	1.6	1.3	--	--	1.6	5.7	2.7	--	8.7
1950	30,733	2.9	7.3	2.1	1.7	--	4.5	1.9	6.2	3.3	8.9	10.5
1960	32,885	3.0	8.7	1.8	1.5	5.1	6.5	2.4	5.9	2.9	9.8	14.5
1970	35,473	3.0	9.0	2.2	1.6	5.1	6.5	2.5	8.0	2.9	10.0	16.0
1980	37,885	3.0	10.0	2.2	1.7	5.1	7.0	2.5	8.5	3.3	10.5	18.0
1990	40,298	3.0	10.5	2.2	1.8	5.4	7.5	2.7	9.0	3.3	10.5	20.0
2000	42,710	3.1	11.0	2.2	1.9	6.1	8.0	2.9	9.5	3.4	11.0	21.0

mining are the basic employment, population will fluctuate according to job opportunities. Changes in market conditions for minerals and harvesting cycles for timber can exert and effect on the number and location of rural pupils and considerable variation in school plant needs can be anticipated. The use of rental quarters or portable facilities for attendance centers provides a flexibility that can meet the needs.

The present outlook does not indicate a need for new school plants in rural areas. Replacement of existing school plants because of obsolescence may occur; however, in making such replacement the trends in population distribution must be carefully examined to assure that any new school plant constructed is situated to serve the majority of the future population of its attendance area, in a convenient a manner as possible.

With the increased concentration of the population in communities and urban areas, projections of average daily attendance for high schools were made, and is shown on the table on Page 18.

In 1960, of the total population of California, 2% was of kindergarten age, 14.1% of Grades 1 to 8 age, and 5% of Grades 9 to 12 age. In the same year Siskiyou County's population indicated slightly higher percentages in the Grades 1 to 8 and Grades 9 to 12 age groups, the kindergarten age group being the same as the statewide figure. For 1960, Siskiyou County's Grades 1 to 8 age group was 16.6% of the population of the county, and Grades 9 to 12 age group was 6.4%.

The projections of future average daily attendance for high schools in Siskiyou County, while indicating increased attendance, do not suggest the need for new high school sites. Nonetheless, careful examination of the size of each campus presently existing should

ESTIMATED AVERAGE DAILY ATTENDANCE BY HIGH SCHOOL

Year	Dunsmuir Jt. Union High School	Etna Union High School	Tulelake-* Modoc, Jt. Unified School Dist.	Yreka Union High School	Siskiyou Union High School Campuses					
					Butte Valley	Fort Jones	Happy Camp	McCloud	Mt. Shasta	Weed
1966	250	218	115	942	138	70	171	176	260	288
1970	260	233	118	1014	142	74	175	183	289	294
1980	308	249	127	1088	152	84	186	206	317	329
1990	344	265	135	1258	160	94	212	235	352	352
2000	395	281	142	1402	171	106	252	268	394	391

*Estimated contribution to ADA by portion in Siskiyou County.

EXISTING SCHOOLS



SISKIYOU COUNTY, CALIFORNIA



LEGEND

- ELEMENTARY SCHOOL
- HIGH SCHOOL
- ⊥ ELEMENTARY ATTENDANCE CENTER

be made to insure adequate land area to meet anticipated school sizes.

Unforeseeable changes in industrial technologies could result in increased job opportunities in Siskiyou County. Such opportunities could result in substantially increasing the young adult population of the county. This would undoubtedly cause higher percentages of children of school age groups with attendant needs for additional school plant facilities. Periodically throughout the next several decades the basis for estimating future school population should be re-examined to determine if changes are occurring that necessitate re-evaluation of school needs.

TRANSPORTATION

Siskiyou County is, to a large extent, well provided with transportation arteries. Presently the county is served by five railroads, several bus lines and numerous truck lines. At the present time there is no scheduled air line service to the county, although Siskiyou County Airport is of adequate size to permit such service.

The central portion of the county is traversed by the Southern Pacific Railroad's main line. This route extends north through Dunsmuir via Weed and Dorris to Klamath Falls, with a branch extending from Weed to Medford and north. These lines, with a branch line through Tulelake and the Yreka and Western Railroad, provide service to many of the cities of the county. The McCloud River Railroad connects between the Southern Pacific Railroad at Mt. Shasta, and the Great Northern-Western Pacific Railroads in the southeasterly part of the county and serves the community of McCloud. Only the cities of Fort Jones and Etna, and the communities along the Klamath River are without rail transportation.

Lying astride Interstate Highway #5 (U. S. Highway 99) the county has direct access to the north and south. This major traffic artery serves several of the cities and communities of the county. U. S. Highway Route 97 leaves Interstate Highway #5 at Weed and continues northeasterly to Klamath Falls, serving Macdoel and Dorris. State Route #3, between Yreka and Etna, provides transportation routes to the cities of the Scott Valley. This route will be ultimately extended south to Weaverville. State Highway #96 serves the communities along the Klamath River. The Route of State Highway #89 from Mt. Shasta southeasterly serves the community of McCloud and provides a recreational route between Mt. Shasta and Mt. Lassen. In the easterly part of the county, State Route 161 connects between the City of Dorris, on U. S. #97, and the City of Tulelake. Tulelake, in the northeast corner of the county, is situated on State Route #139, which extends south from Klamath Falls, Oregon and connects with several major highway routes in northeastern California.

Utilizing Interstate, Federal and State Highway routes, Pacific Greyhound Lines and Continental Trailways, major bus lines, provide interstate and intrastate passenger service for Siskiyou County. Numerous common carrier truck lines provide service to all cities and communities in the county.

Although there is no scheduled air line service in Siskiyou County, air transportation plays a role in the county. Numerous small planes are used for business and recreation, and charter services are available. Indicative of the role of aviation is the fact that the county and several cities maintain airport facilities. The county operates improved airports at Happy Camp, Eagles Nest Bar, Butte Valley, Scott Valley, Weed and Siskiyou County Airport. This latter facility is of sufficient capacity to permit scheduled air line operations.

The Cities of Dunsmuir, Montague and Tulelake operate airports in their vicinities. The county has had a General Plan for airport facilities and master plans of individual airports adopted for some time. The airport master plan projects general locations where future airports may become necessary as the population continues to grow, and business, industry and recreational usage increase.

UTILITIES

Electric service is provided almost exclusively within the county by the Pacific Power and Light Company. Service by this company is provided to all areas of the county except those most isolated locations where demand does not justify construction of transmission lines. Service extension into new areas is provided where demand justifies the extension.

Gas fuel is provided generally on an individual basis, utilizing liquid petroleum gas. Although the Pacific Gas and Electric Company high pressure gas transmission line cuts across the southeast corner of the county, there is no service to the county from this facility.

Telephone service is extensive throughout the county and provided by several companies. The extensive use of micro wave facilities has made possible this widespread communication network.

Sewage disposal service is provided by each of the cities and in two cases communities are served on a district basis. Such service is significantly limited to the service area. Major parts of unincorporated lands dispose of sewage by individual septic tanks. Presently the county is studying the feasibility of a public services plan to help solve the problems inherent in individual sewage disposal methods.

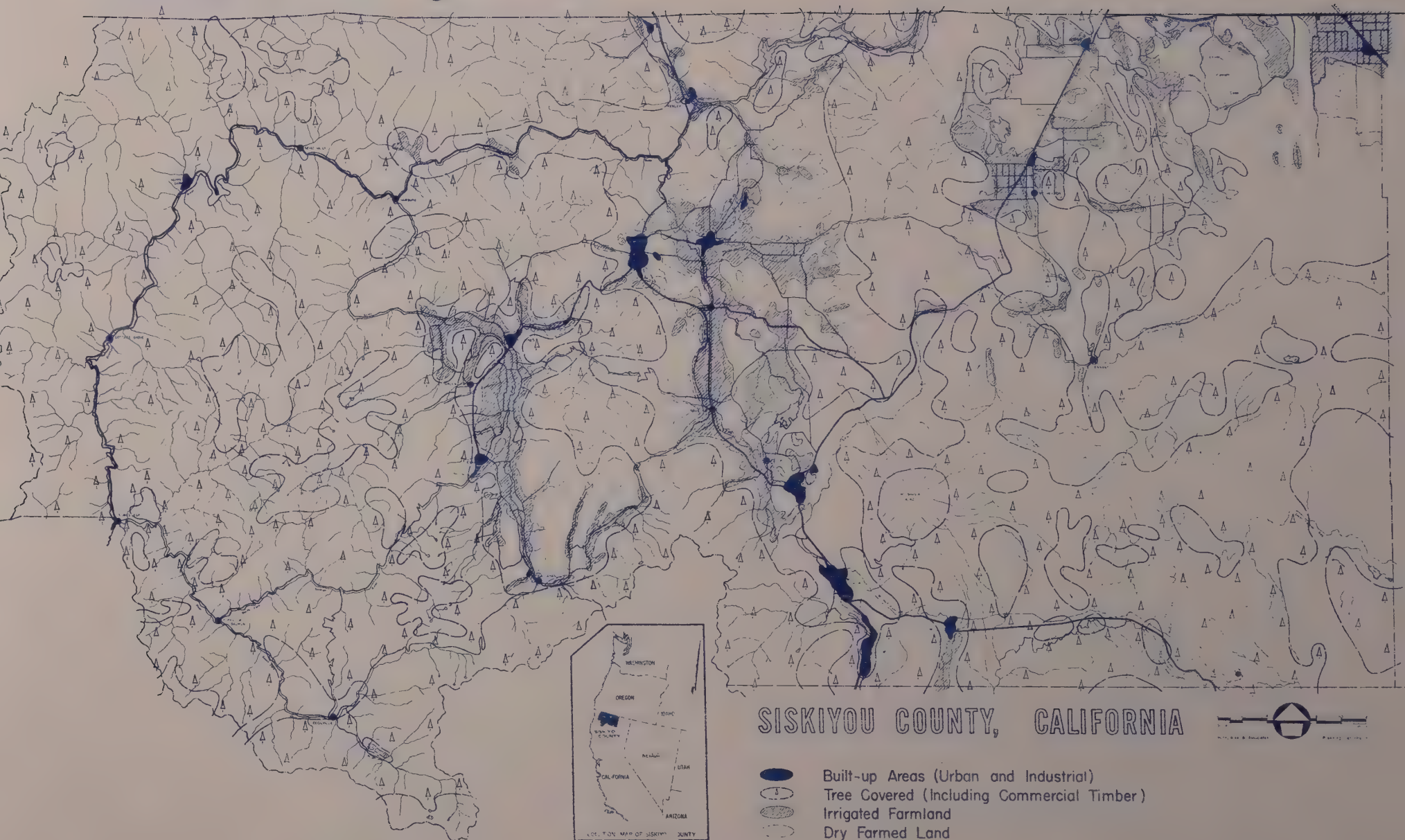
Although domestic water service is available within incorporated cities, no such service is generally available in unincorporated areas. To a limited degree, some subdivisions may have community water systems, but customarily individual wells have to serve outside of the cities.

EXISTING LAND USE INVENTORY

A detailed inventory of existing land use was made in those areas of the County where substantial development has occurred, and in the unincorporated areas surrounding the Cities of Dunsmuir, Mt. Shasta, Weed and Yreka. Detailed existing land use inventories were made within the Cities of Etna, Fort Jones, Dorris and Tulelake, as well as the communities of Happy Camp, Callahan, Greenview, Hawkinsville, Grenada, Gazelle, Mt. Hebron and Macdoel.

The existing land use for the County is generalized on the map on Page 25 and is followed by a series of detailed inventory sheets corresponding to planning quadrangle maps for the County. In addition to those quadrangle sheets of existing land use reproduced in this report, additional sheets not reproduced are on file in the office of the Planning Commission and available for use and inspection. The extent of detailed land use inventory mapping is shown on the Index Map. In selecting sheets for reproduction in this report, those areas showing significant land use that could affect the General Plan development process were included within the report.

EXISTING LAND USE generalized



EXISTING LAND USE LEGEND

RESIDENTIAL

- Single Family Dwelling
- ▲ Single Trailer
- 2 Duplex
- ④ Apartment
- △ Trailer Park
- Motel

COMMERCIAL

- O Office
- Retail
- General - Industrial
- SS Service Station

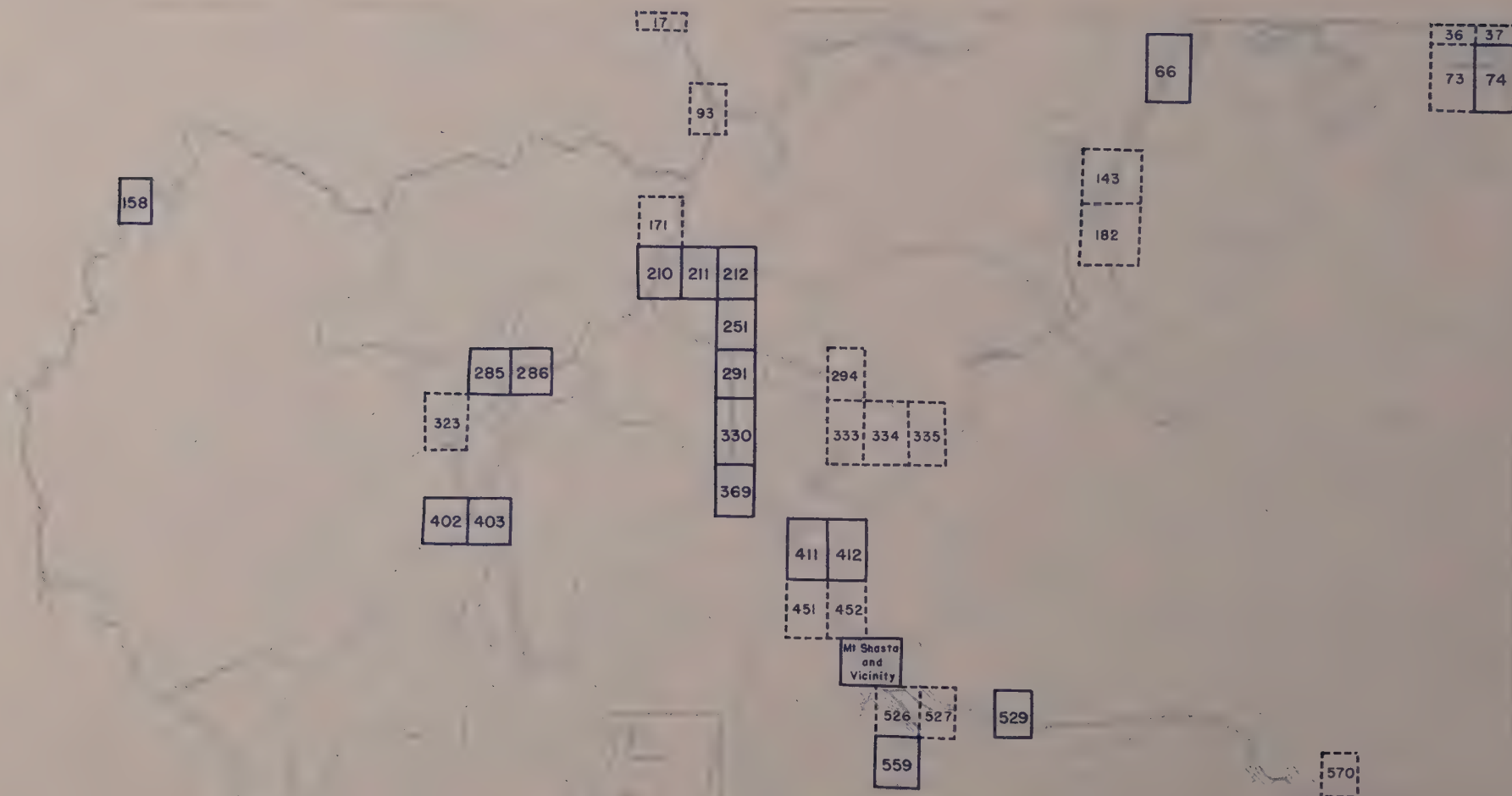
PUBLIC

- U Utility
- P Public Building
- P.O. Post Office
- † Church
- F.D. Firehouse
- X Quasi - Public,
Organizational

- Vacant Building

Other Uses as Named

INDEX TO EXISTING LAND USE INVENTORY



SISKIYOU COUNTY, CALIFORNIA

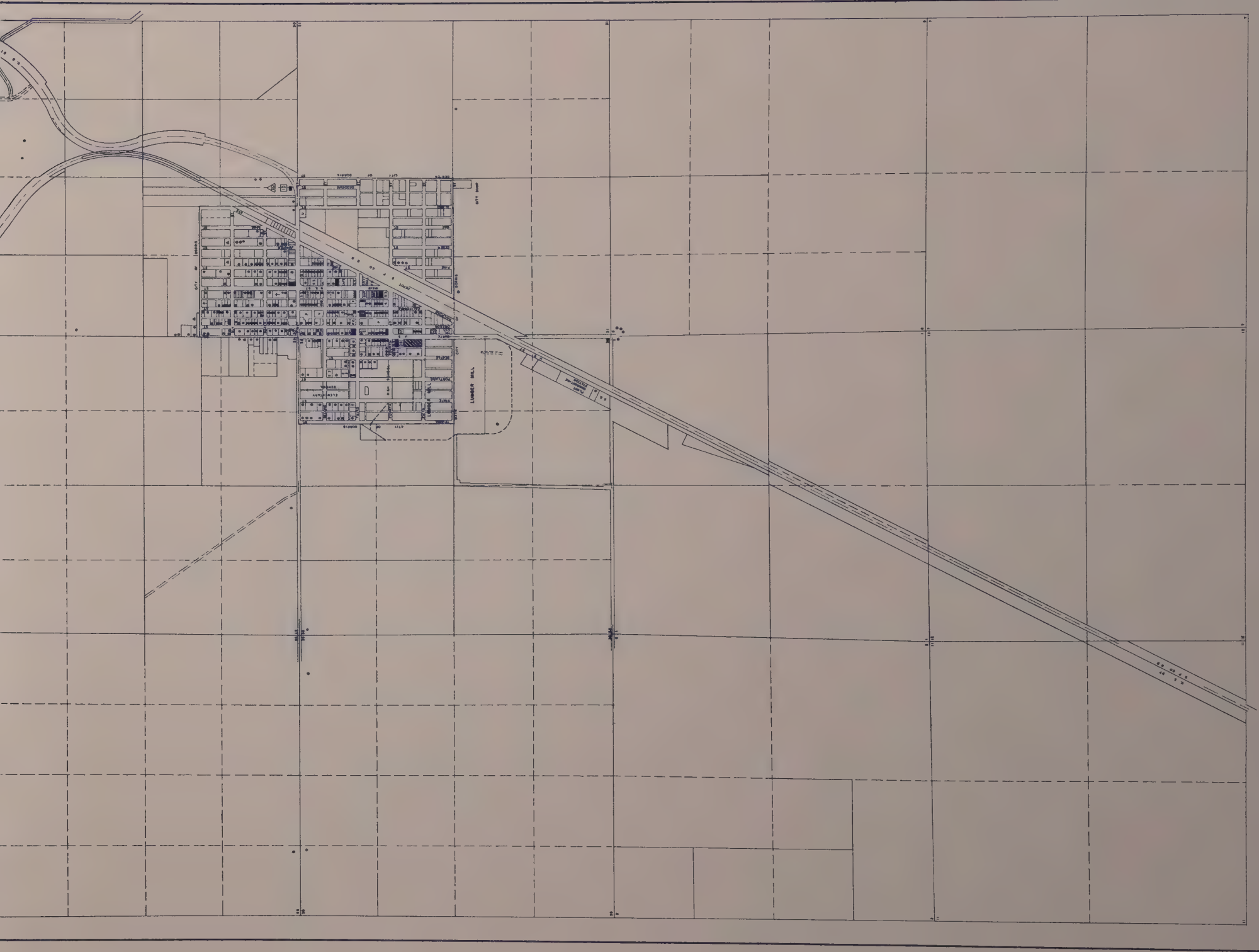


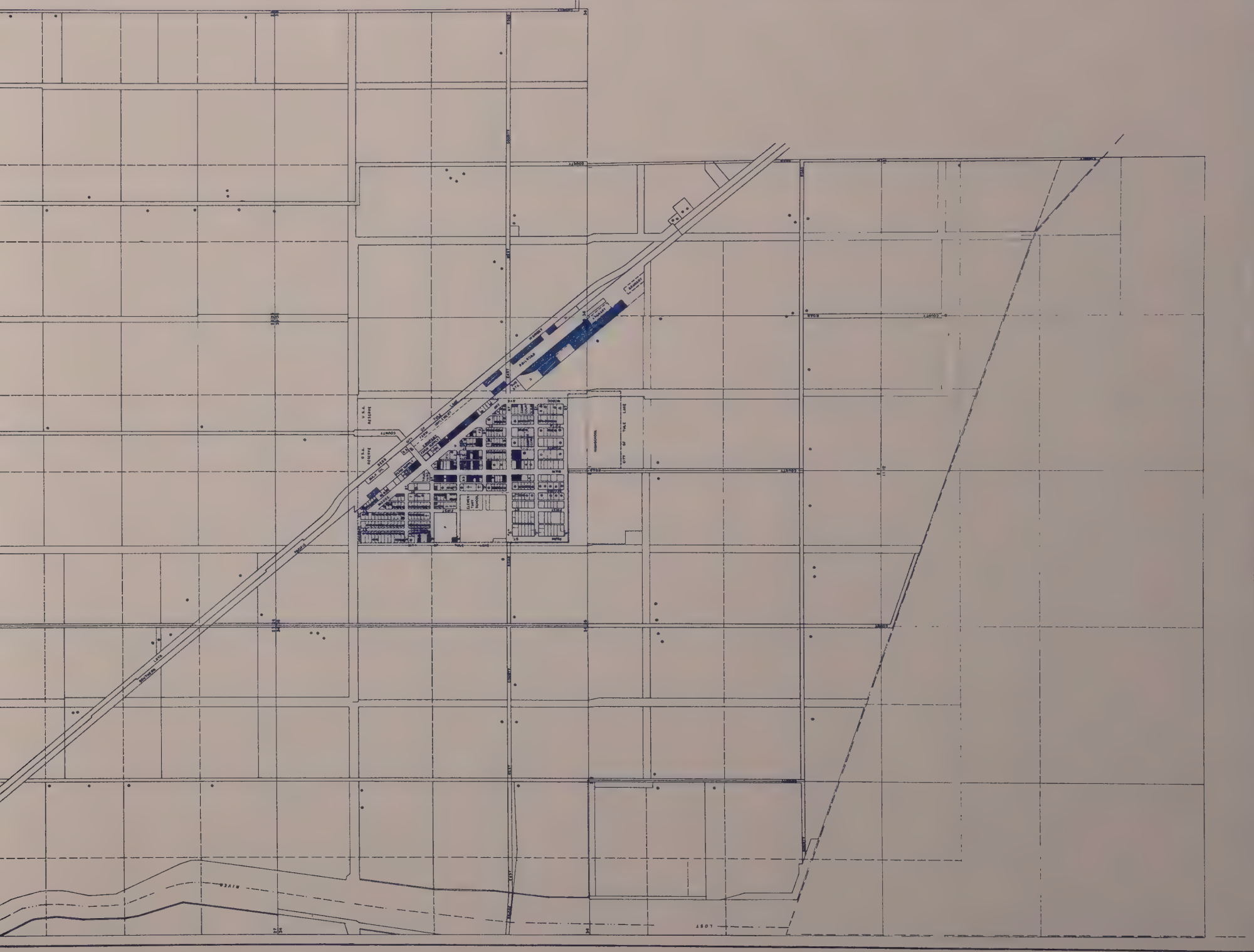
210

Reproduced in General Plan

333

On File in Office of Planning Commission.





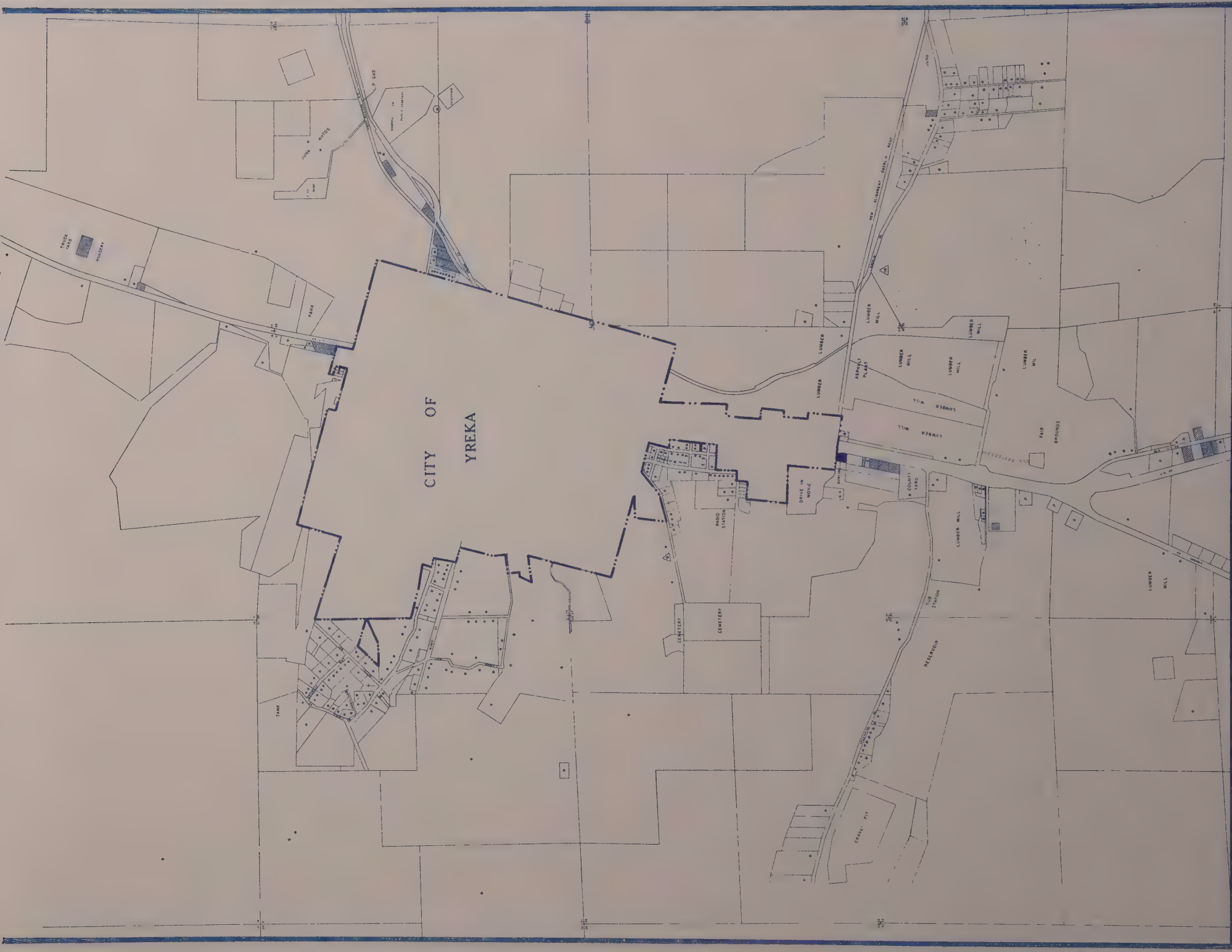


BASE MAP

SIKITYOU COUNTY PLANNING COMMISSION

HAPPY WISE & ASSOCIATES PLANNING CONSULTANTS

0 400 800 1200 1600 2000
Feet
0 100 200 300 400
Meters



CITY OF
YREKA

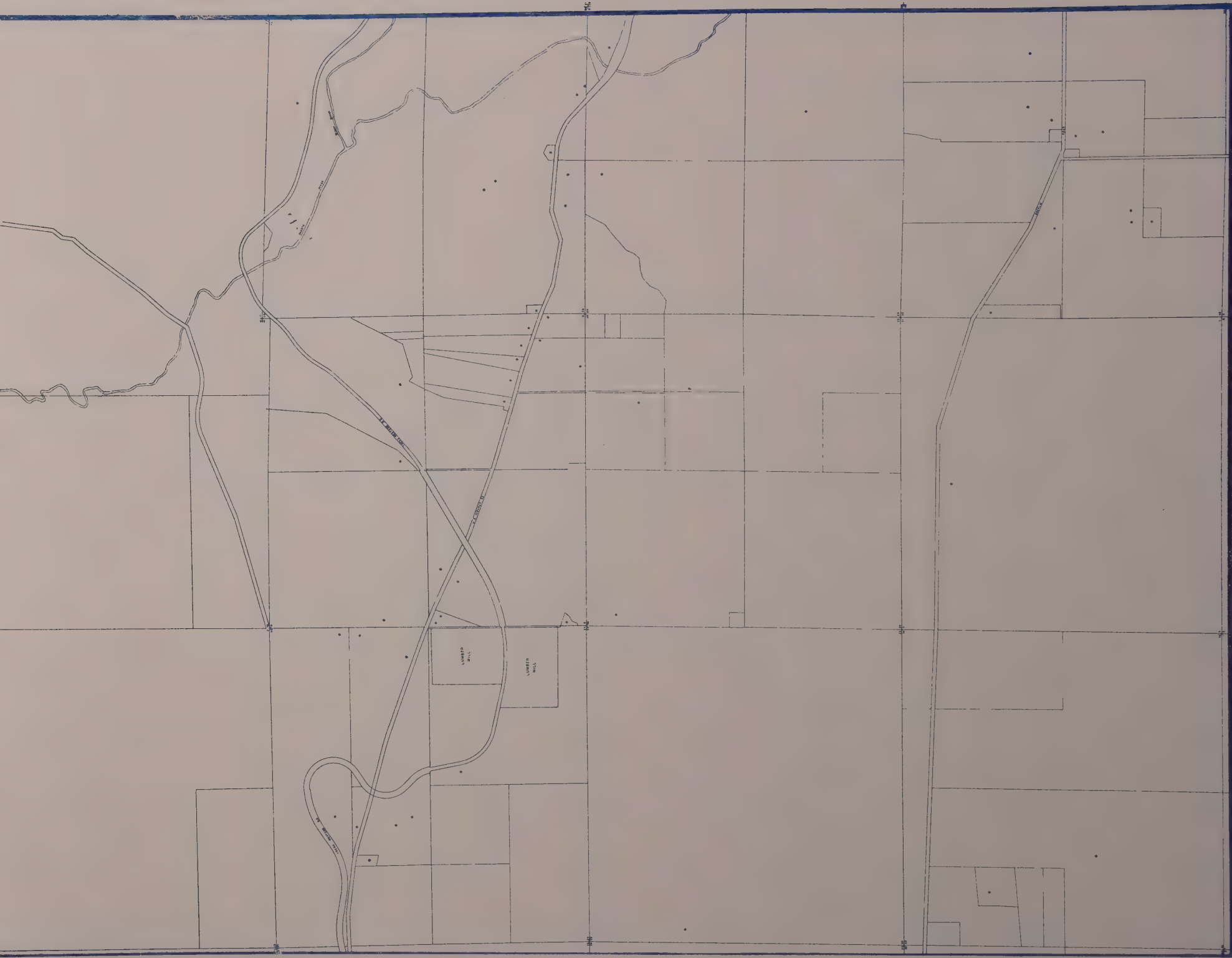
BASE MAP

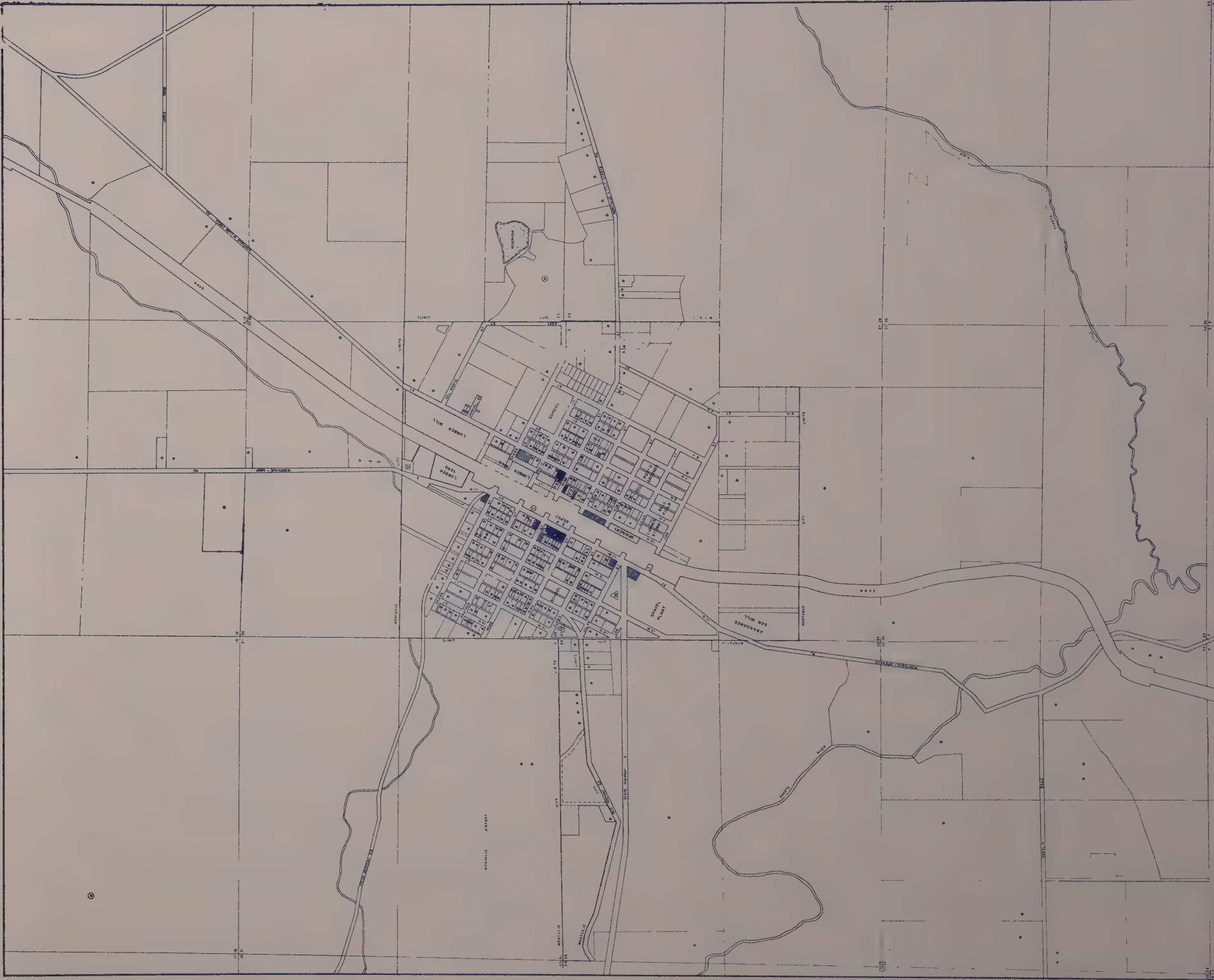
BLIKOU COUNTY PLANNING COMMISSION

SCALE 0 500 1000 FEET

MADE, WISE & ASSOCIATES PLANNING CONSULTANTS







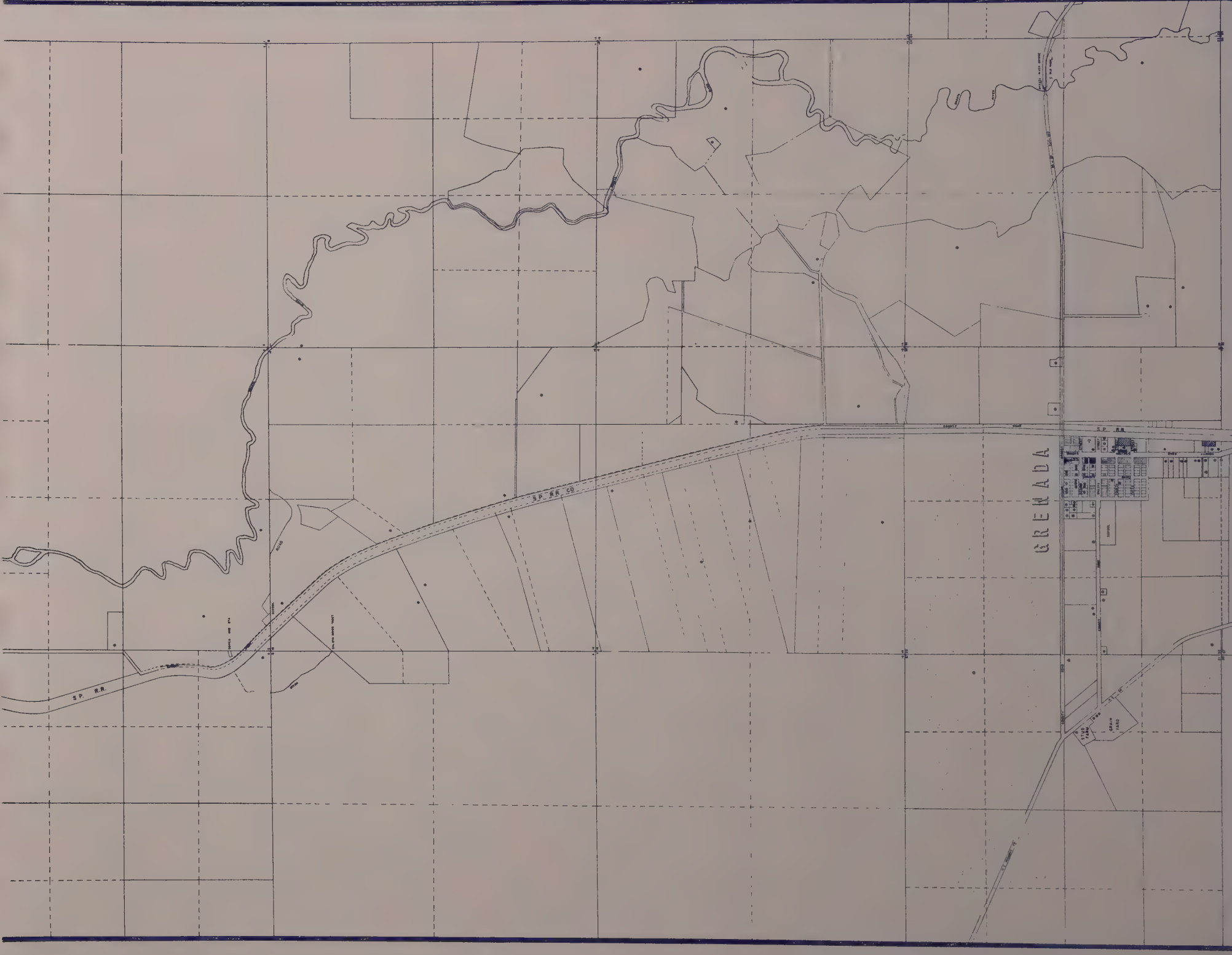
BASE MAP

SISKIYOU COUNTY PLANNING COMMISSION



HARRIS & ASSOCIATES — PLANNING CONSULTANTS

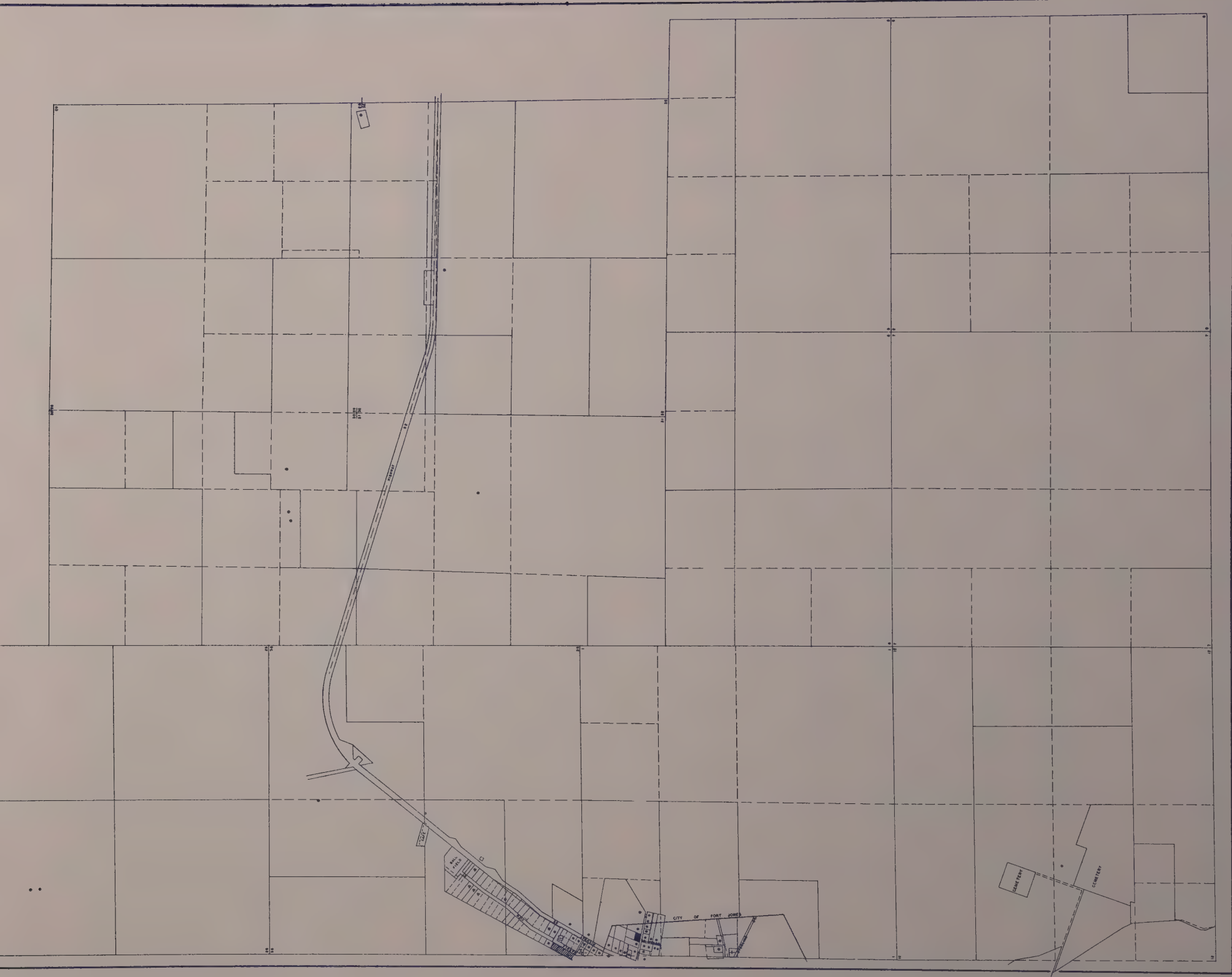


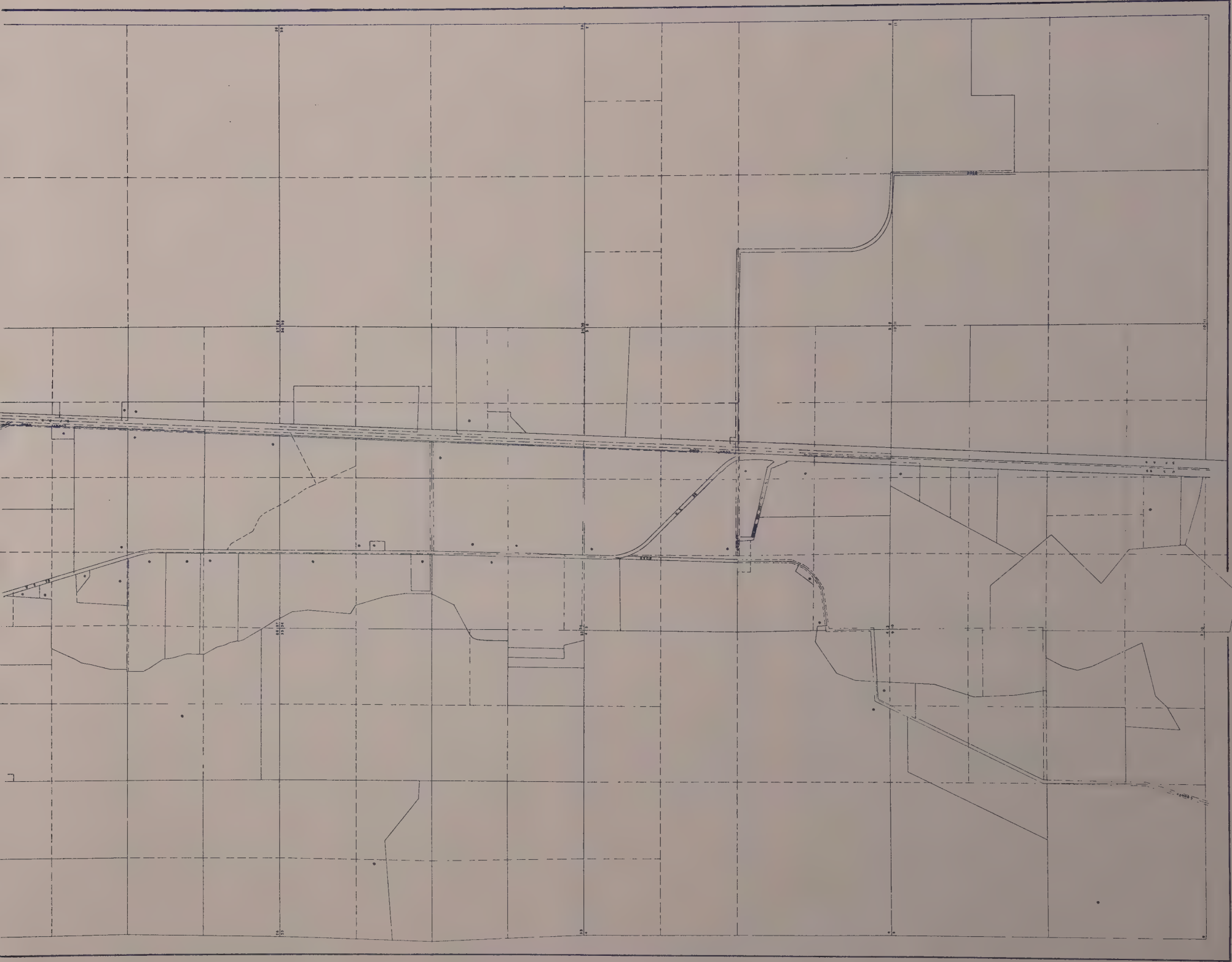


SISKIYOU COUNTY
PLANNING COMMISSION



SCALE
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FEET
HARR, WISE & BARBER - PLANNING CONSULTANTS



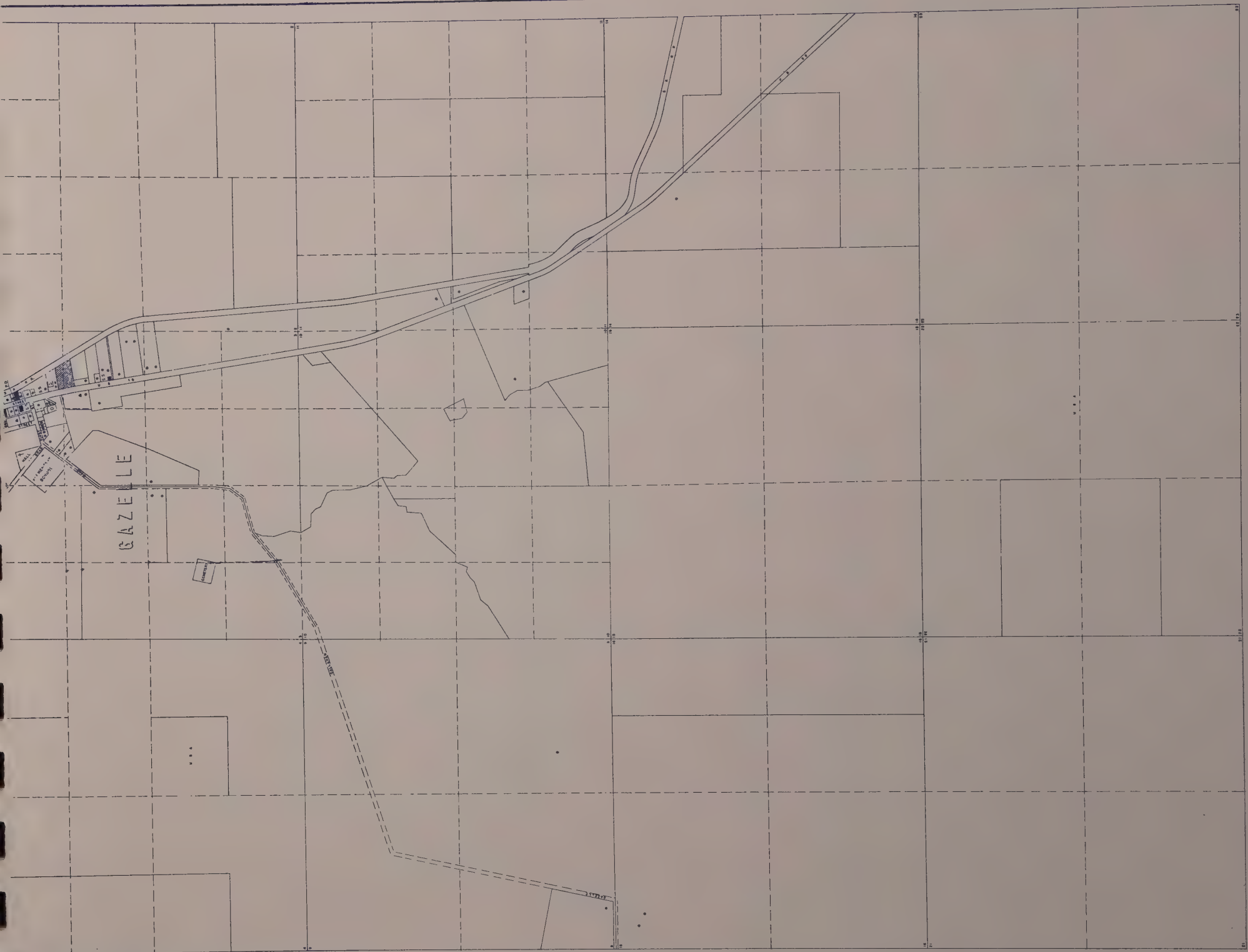


BASE MAP

SEKIYU COUNTY PLANNING COMMISSION



HARRIS ASSOCIATES — PLANNING CONSULTANTS



BASE MAP PLANNING COMMISSION

SISKIYOU COUNTY



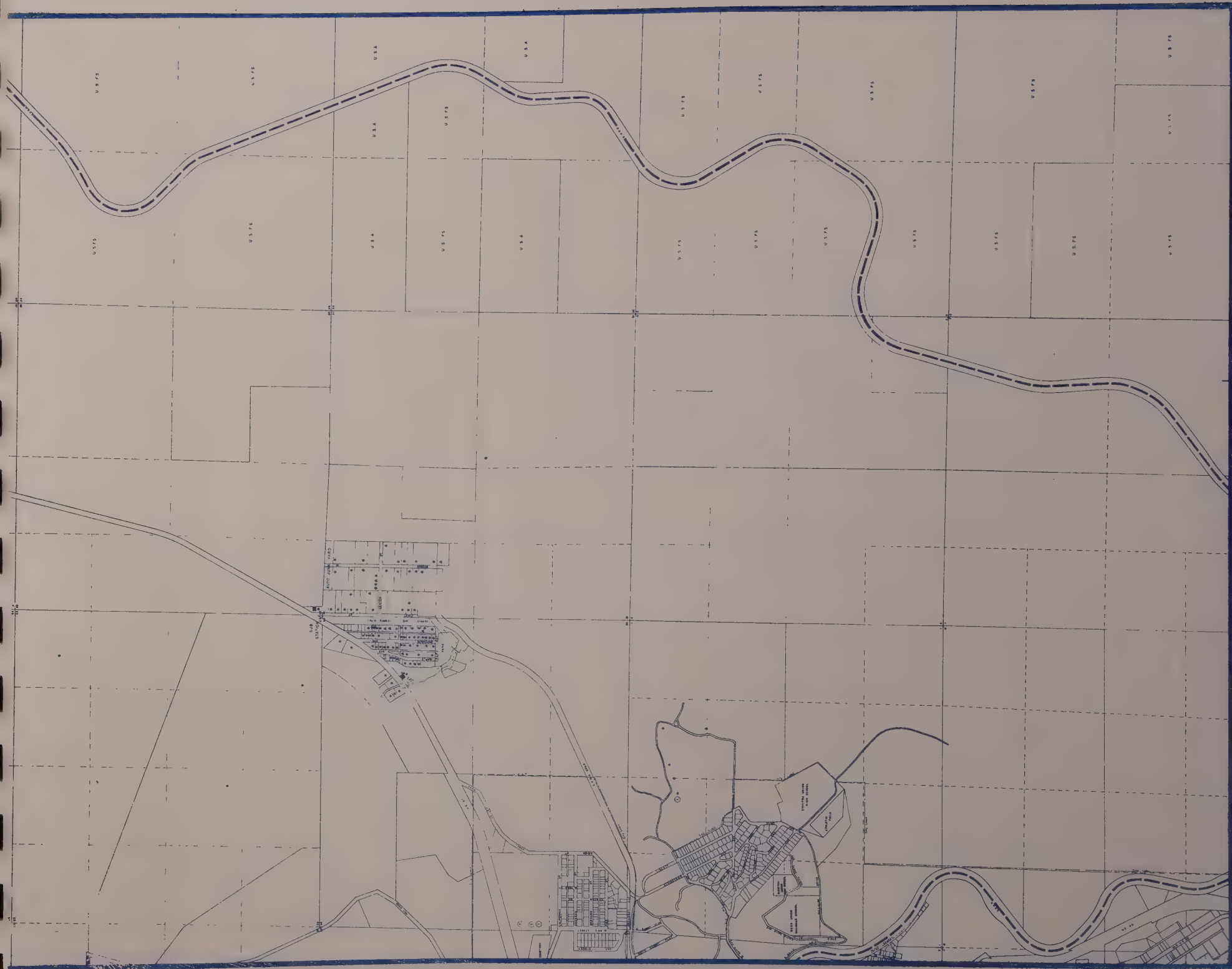
HARRIS & ASSOCIATES PLANNING CONSULTANTS





TOWN OF
EDGEWOOD

CITY OF
WEED



BASE MAP

SISKIYOU COUNTY

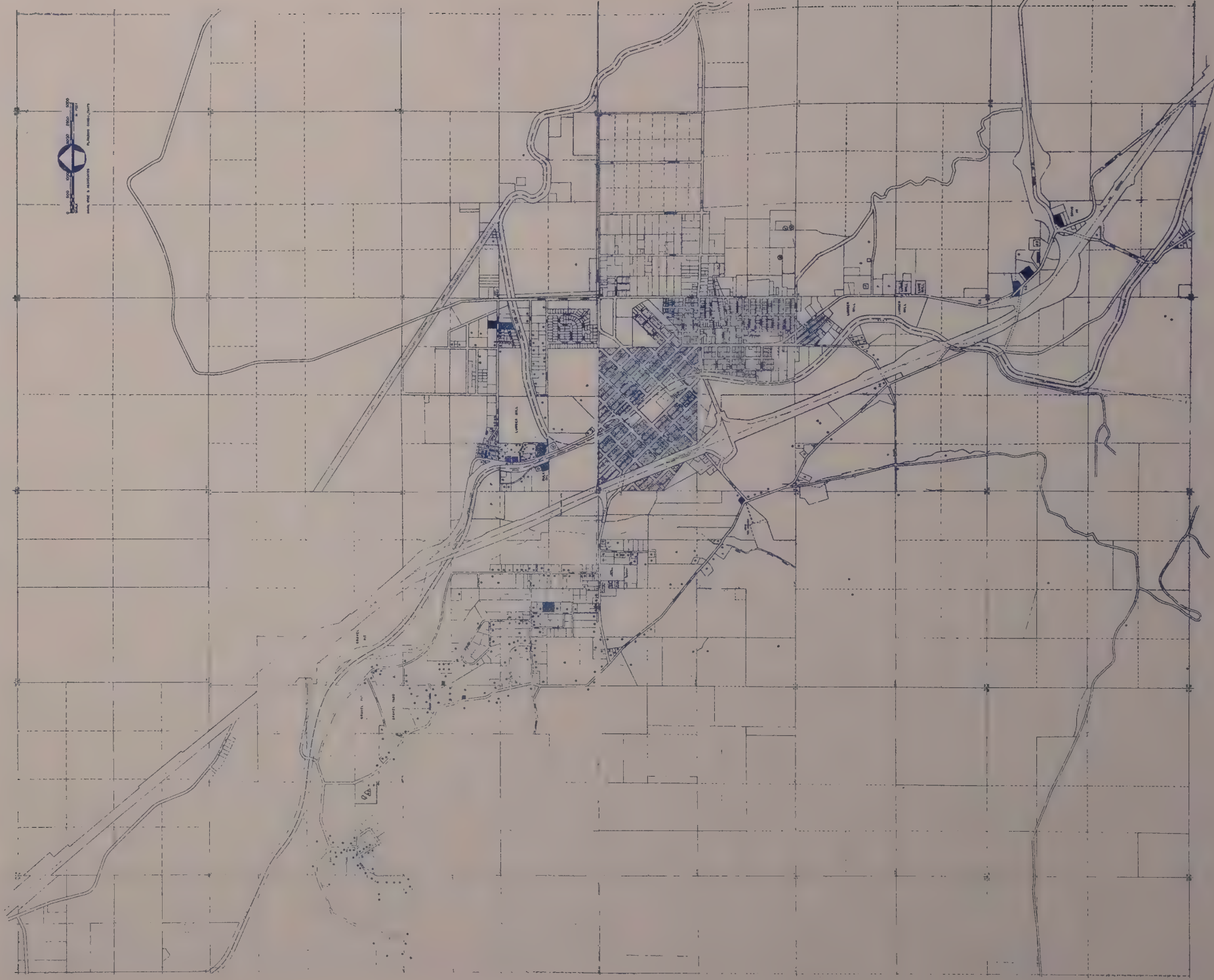
PLANNING COMMISSION



PLAN WIFE & BARBER
PLANNING CONSULTANTS



CITY OF MT. SHASTA & VICINITY





POPULATION OUTLOOK

The anticipated growth of the population of Siskiyou County was examined in detail earlier in this report, which indicated a population growth of 32,885 in 1960 to 42,710 by the year 2000. The trend of population movement from rural to urban or community areas was considered in connection with the growth of the County's population. Attention was devoted to consideration of the national trend of urbanizing population and this trend taken into account in projecting populations.

Population projections were made for each of the cities and communities of the County, as well as by County Census Divisions. These projections are tabulated on Pages 48 and 49.

It is to be noted that the projections made in this General Plan for the years 1970 and 1980 closely approximate the projections made by the California State Department of Finance in April, 1967. ^{1/} This report contained a statement on the role of population projections pointing out that projections are not predictions of things to come but results to be expected, provided that trends of births, deaths and migration continue as before and basic world conditions undergo no significant change from what has preceeded.

^{1/} California Department of Finance, April 20, 1967, Financial and Population Research Section, Special Report. Preliminary Projections of California Areas and Counties to 1985.

PROJECTED POPULATION BY COUNTY CENSUS DIVISIONS

<u>County Census Divisions</u>	<u>Year</u>				
	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
McCloud - Medicine Lake CCD	2651	2860	3053	3249	3441
McCloud unincorporated	2140	2357	2652	3022	3317
Other rural	511	503	401	227	124
Tulelake CCD	1719	1849	1977	2105	2230
Tulelake city	950	1028	1250	1330	1452
Rural	769	821	727	775	778
Butte Valley CCD	1893	2042	2181	2321	2457
Dorris city	973	1064	1137	1210	1324
Macdoel unincorporated	90	97	104	110	116
Mt. Hebron unincorporated	100	108	115	121	127
Other rural	730	773	825	880	890
Montague CCD	1628	1757	1876	1994	2113
Montague city	782	923	947	1088	1238
Rural	846	834	929	906	875
Hornbrook - Hilt CCD	1040	1120	1197	1272	1346
Hilt unincorporated	520	550	578	604	628
Hornbrook unincorporated	270	287	303	321	339
Other rural	250	283	316	347	379
Happy Camp CCD	2459	2653	2832	3012	3190
Happy Camp unincorporated	1667	1800	1922	2180	2594
Other rural	792	853	910	832	596

PROJECTED POPULATION BY COUNTY CENSUS DIVISIONS (continued)

<u>County Census Divisions</u>	<u>Year</u>				
	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Etna CCD	2141	2310	2466	2622	2781
Etna city	596	780	833	887	940
Callahan	120	130	139	147	155
Greenvview	47	51	55	59	63
Other rural	1378	1349	1439	1529	1623
Fort Jones CCD	1074	1158	1237	1312	1393
Fort Jones city	483	568	644	725	811
Rural	591	590	593	587	582
Yreka CCD	7127	7690	8213	8739	9358
Yreka city	4759	5676	6819	8060	8969
Grenada unincorporated	210	226	241	255	270
Other rural	2158	1788	1153	424	119
Weed CCD	4111	4436	4738	5040	5248
Weed city	3223	3547	3977	4231	4698
Edgewood unincorporated	80	86	92	97	102
Other rural	808	803	669	712	543
Mount Shasta CCD	3396	3664	3913	4162	4363
Mt. Shasta city	1936	2838	3220	3626	4056
Rural	1460	826	693	536	307
Dunsmuir CCD	3646	3934	4202	4470	4789
Dunsmuir city	2873	3192	3788	4231	4698
Rural	773	742	414	239	91

In addition to the tables projecting the growth of the County's population, the four maps on Page 51 illustrate the pattern of the distribution of the population within the County. In these maps, each 'dot' represents ten persons and therefore the maps should not be read for precise figures but considered as illustrative of the relative amounts of population requiring governmental services and the general location where such services need to be provided.

POPULATION DISTRIBUTION — 1970



POPULATION DISTRIBUTION — 1980



POPULATION DISTRIBUTION — 1990



POPULATION DISTRIBUTION — 2000



THE LAND USE PLAN

The Land Use Element of the General Plan for Siskiyou County is portrayed on the map on Page 71. This map contains a pattern of land use for the County in anticipation of future populations and designates the general location of areas to be devoted to the several categories of land use.

The most extensive area is designated as Timber Culture land reflecting the important place that forest products occupies in the economy of the County. Siskiyou County has already indicated its support of this major resource by establishing extensive areas of exclusive timberland zoning. Timber Culture lands reflect both public and private ownership, National Forest lands being a major part of this land use category.

The concept of Timber Culture land does not connote areas exclusively for the cultivation of forests but includes the multiple-use concept of producing watershed protection, fish and game propagation, grazing and recreation in addition to the growing of trees. At some locations within the category mineral production may be significant. Certainly within the area facilities for resource utilization such as wood processing plants, and resorts and camps must be included. Some portions of Timber Culture lands, due to unique or preponderant features are or may be limited in the nature of their use to maximize particular advantages such as the Marble Mountain and Trinity Alps Wilderness Areas which are set aside for recreational use.

Agriculture plays a major role in the economy of Siskiyou County and this is reflected in the Land Use Element by the designation of large areas for agriculture. This category is divided into two parts: Intensive Agriculture and Extensive Agriculture. The areas designated as Intensive Agriculture include those areas of high productivity soils, and where irrigation may make possible concentrated agricultural practices. Such areas of intensive agriculture are contrasted with areas of Extensive Agriculture. This latter class includes lands generally devoted to dry farming and grazing and frequently include woodlots and areas of timberland. Since the production of forest products and agriculture are the mainstays of the county's economy it is imperative that this broad resource base be guarded against the incursion of non-compatible uses.

The General Plan designates wide areas for recreation use. In addition to the general recreation afforded by the forested lands specific areas of intensive recreation use are indicated. Large areas of public-owned land afford a wide range of recreation alternatives.

The Marble Mountain Wilderness Area in the Klamath National Forest contains nearly 215,000 acres of land to be retained in its primitive state.

Along the Siskiyou Trinity County Line is the Trinity Alps Primitive area of which more than 29,000 acres are in Siskiyou County. The Mount Shasta Ski Bowl provides a winter sports area while the Medicine Lake Recreational area and Lake Juanita area afford popular camping and fishing areas all of which are within the several National Forests within Siskiyou County.

The Fish and Wildlife Service of the U.S. Department of the Interior maintains the Lower Klamath and Tulelake National Wildlife Refuges of which about 22,000 acres are open for waterfowl and upland game bird shooting. Situated on the Pacific Flyway the refuges have waterfowl concentrations which are equalled by few other locations in the world. In addition to hunting, the refuges afford an unusual opportunity for sightseeing and bird-watching.

Immediately to the south of the Tulelake Refuge is the Lava Beds National Monument, an area of unusual geologic features as a result of its recent volcanic activity and of historic interest as the site of the last of the Indian Wars.

Castle Crags State Park, situated adjacent to Interstate Highway Route 5 is located along the Siskiyou - Shasta County line with a portion of the park extending into Siskiyou County.

Several recreation areas are proposed in the Land Use Plan. The Taylor Lake area lying southwesterly of the City of Etna and the proposed Castle-Gumboot Lakes area west of Dunsmuir are sites proposed for recreation use. The river frontages of the Scott River and the Klamath River westerly from U.S. Highway 99 to Happy Camp are areas affording unusual recreation fratures. The Dwinnell Reservoir is indicated for its fishing.

In addition to those areas already mentioned the general shoreline of Irongate Reservoir is designated as a recreation area in keeping with the program adopted by the Pacific Power and Light Company to encourage the use of this power reservoir for public recreation.

Two areas for industrial development are designated. One area lies easterly of the limits of the Yreka General Plan and one area northeasterly of the Montague General Plan area. The first area is situated adjacent to good rail and highway facilities and not far removed from Yreka. The second is close to rail facilities and adjacent to the county's major airport and not far removed from the cities of Montague and Yreka.

The areas around the cities of Yreka, Weed, Mt. Shasta and Dunsmuir are areas for which General Plans have already been prepared and adopted. Such detailed plans are considered as a portion of this County-wide Plan.

A proposed General Plan for the community of Mc Cloud has been prepared and under consideration. Following community acceptance of this plan it will be presented to the County for formal adoption and will become a part of the County-wide Plan.

Proposed plans for the Cities of Montague, Fort Jones, Etna and Tulelake and the Community of Happy Camp are included in this document for consideration and adoption by these cities. Such plans are adjuncts to the Countywide Plan and detail the pattern of development for these more intensely developed areas. Other smaller communities and settlements for which population projections do not indicate substantial populations during the next two decades are designated as a combination of residential, commercial and industrial use.

In addition to the Rural Residential areas provided around the perimeters of the several cities as shown in the detailed General Plans, it is intended that the residential areas of the smaller settlements of the County shall follow a similar pattern. With adequate space available there is little need to increase population density to a point equal to that occurring within cities. In addition to these smaller settlements Rural Residential use is projected for the area around Copco Lake and for a limited area near the westerly end of Irongate Reservoir.

DENSITIES

In those areas of the County designated for Timber Culture, to the greatest extent possible residential uses should be discouraged. Exceptions to this practice would be the residential uses needed to provide housing for persons engaged in timberland management. Undoubtedly logging camps may be required which could result in multiple residential uses. However, the need for these uses would vary in according to management and harvesting cycles.

It is recognized that there are holdings within the timber culture areas which can become the subject of subdivision for summer home or cabin sites. Usually such areas are remote from utility services and each site may have to afford its own water supply and sewage disposal facilities. The extension of electric power and telephone services become extremely costly and should these areas become inhabited by permanent residents the providing of county services such as policing, road maintenance, fire protection and school transportation becomes prohibitive. Where such land development occurs densities of no greater than one family per acre should be allowed.

In connection with the extensive areas of timber culture lands and their recreation resources, resort areas can be anticipated wherever possible such resort areas should be situated near major roads and on the perimeter of the forest lands. Ease of access to resort areas is significant in the success of such operations.

In the intensive agricultural areas the effect of the 40 acre minimum parcel of the exclusive agricultural zoning district precludes the development of any significant density of population. Undoubtedly the same results can be anticipated in the extensive agricultural areas.

The limitation imposed by the need for individual sewage disposal and water supply systems dictate that only in those areas where a public sewer system and water supply system can any concentration of population occur. Under present regulation a minimum area for an individual sewage disposal and water supply system is three fourths of an acre but generally as a result of soil or slope conditions the minimum site requirement must be substantially greater than one acre. At this time it appears that multiple residential uses except for trailer parks can only be expected to occur in or immediately adjacent to cities and the general plan does not project multiple residential areas in the suburban and rural portions of the county.

It is to be expected that trailer parks may increase in popularity for three reasons. One the ever increasing use of trailers for recreation trips; two, the need for workers in the forest products industry to have a degree of flexibility not possible with a permanent home; and three, the increasing use of trailers for homes by retired persons. In order to give sufficient room for living, trailer densities should not be permitted to exceed 12 units per acre with a goal of achieving a density of 8 trailers per acre in select locations.

Population densities within the vicinity of the several cities and communities are provided within the individual General Plans or are contained in the plans included within this report.

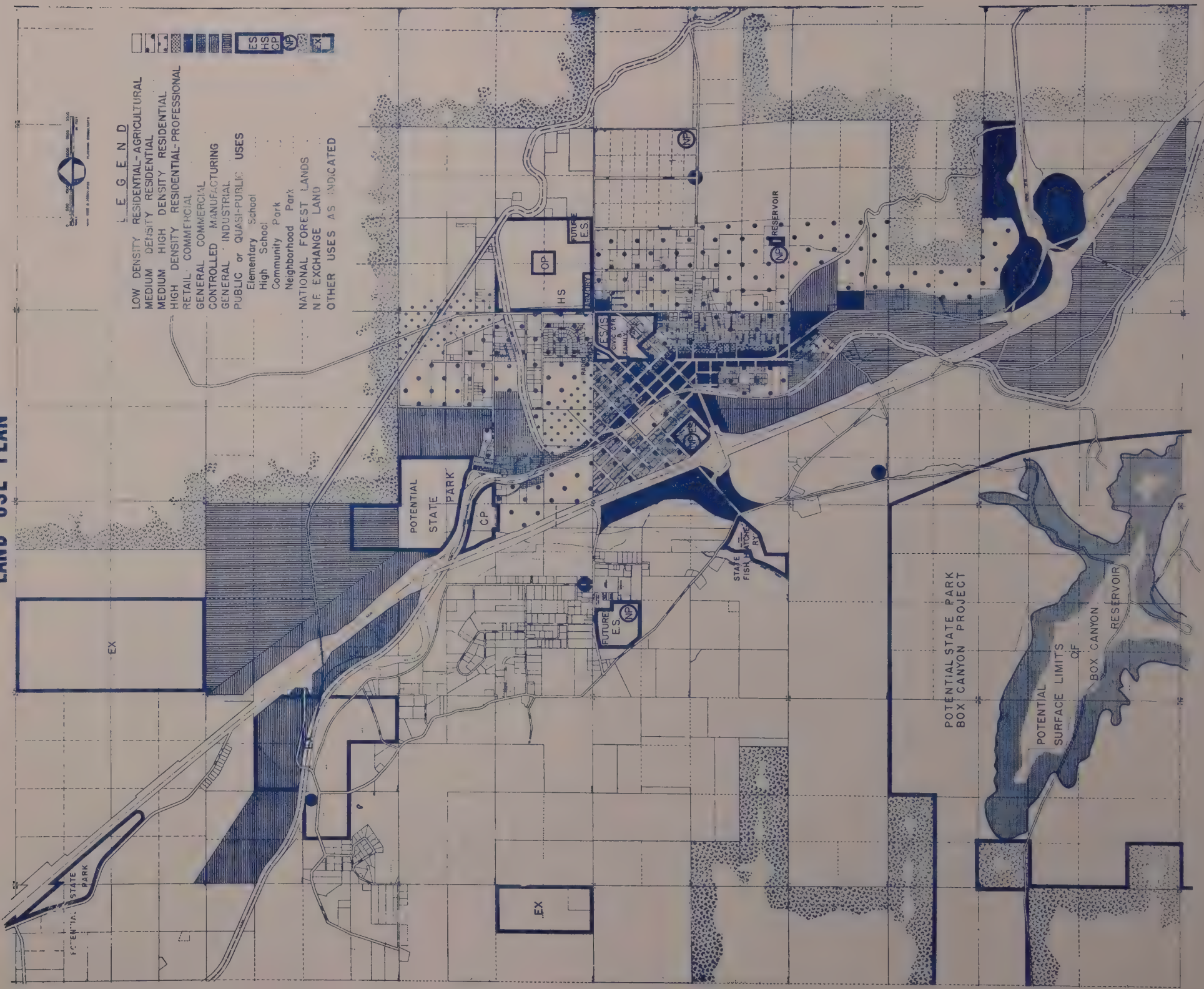
MASTER LAND USE PLAN



HAHN, WISE & BARBER-PLANNING CONSULTANTS

CITY OF MT. SHASTA & VICINITY

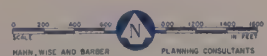
LAND USE PLAN





General Plan FOR THE CITY OF WEED

SISKIYOU COUNTY CALIFORNIA



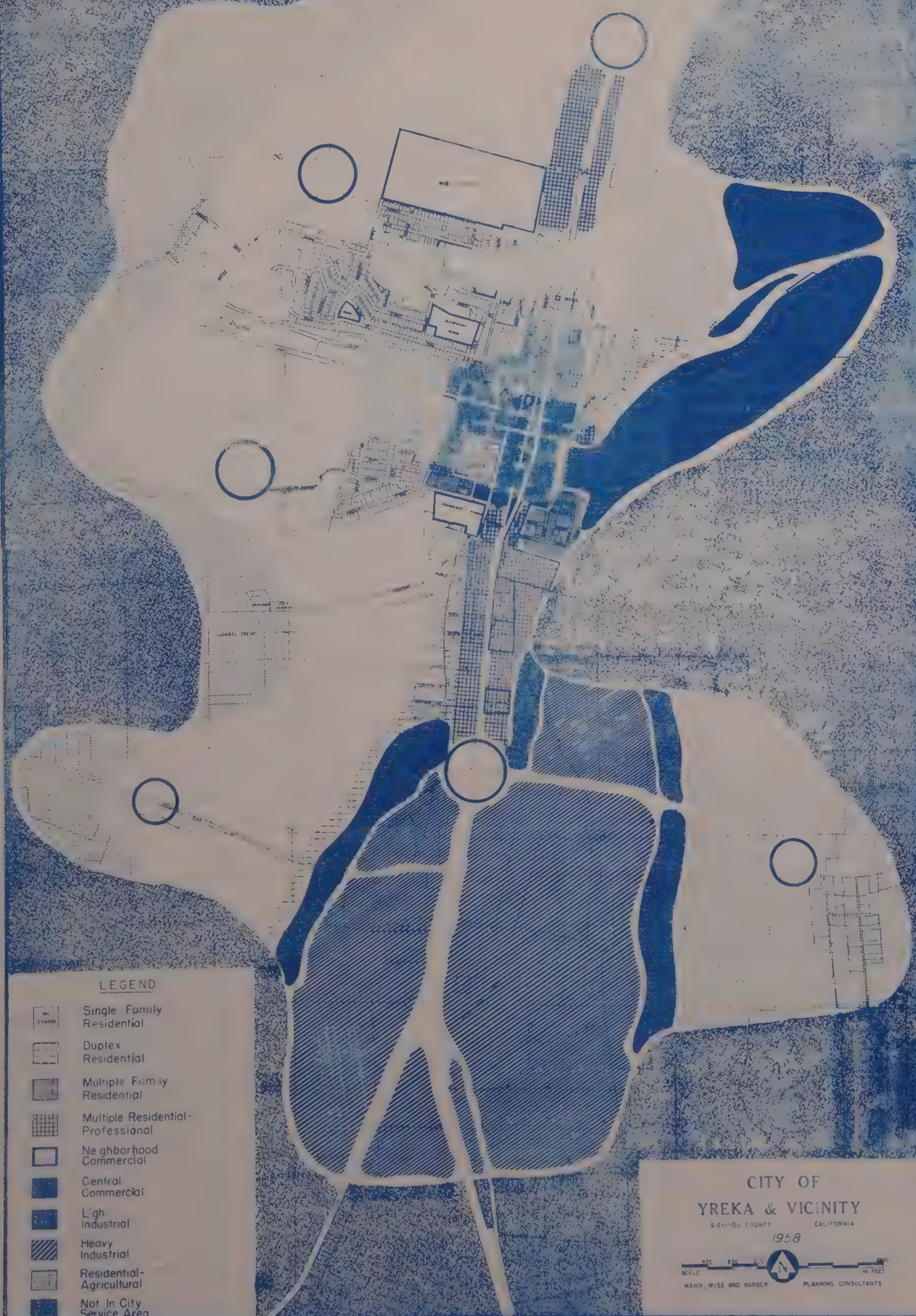
LEGEND

- | | |
|---------------------------------------|-------------------------------|
| Low Density Residential | General Industrial |
| High Density Residential | Recreation |
| High Density Residential-Professional | Public and Quasi Public |
| Commercial | General Agricultural-Woodland |
| Limited Industrial | |











- ES Elementary Schools F.H. Fire House
U Utility C Civic Center
Others as Shown

- Existing Principal Street Future Principal Street
Freeway Interchange

MASTER LAND USE PLAN



LEGEND

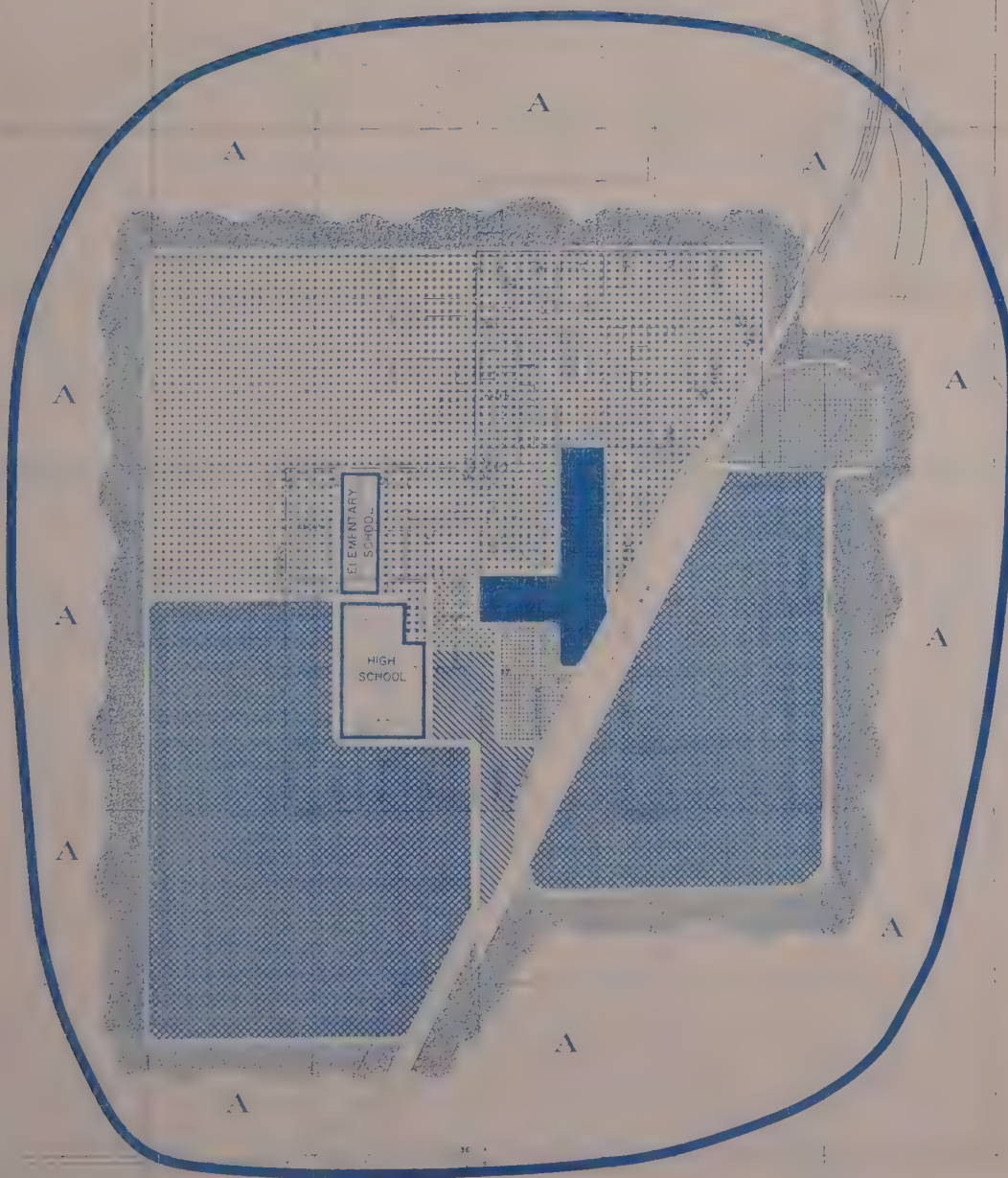
-  Single Family Residential
-  Duplex Residential
-  Multiple Family Residential
-  Multiple Residential-Professional
-  Neighborhood Commercial
-  Central Commercial
-  Light Industrial
-  Heavy Industrial
-  Residential-Agricultural
-  Not In City Service Area

CITY OF
YREKA & VICINITY

SISKIYOU COUNTY CALIFORNIA

1958

SCALE 0 100 200 FEET
HAHN, WISE AND BARBER PLANNING CONSULTANTS



SISKIYOU COUNTY

GENERAL PLAN

CITY
OF

DORRIS

LAND USE PLAN



LEGEND

RESIDENTIAL

DWELLING
UNITS
PER ACRE

Rural Density

1



Low Density

1-4



Medium Density

4-6



High Density

6-12



INDUSTRIAL



COMMERCIAL

Retail



Highway Service



General



PUBLIC

School



Recreation



OTHER

Intensive Agriculture



Extensive Agriculture

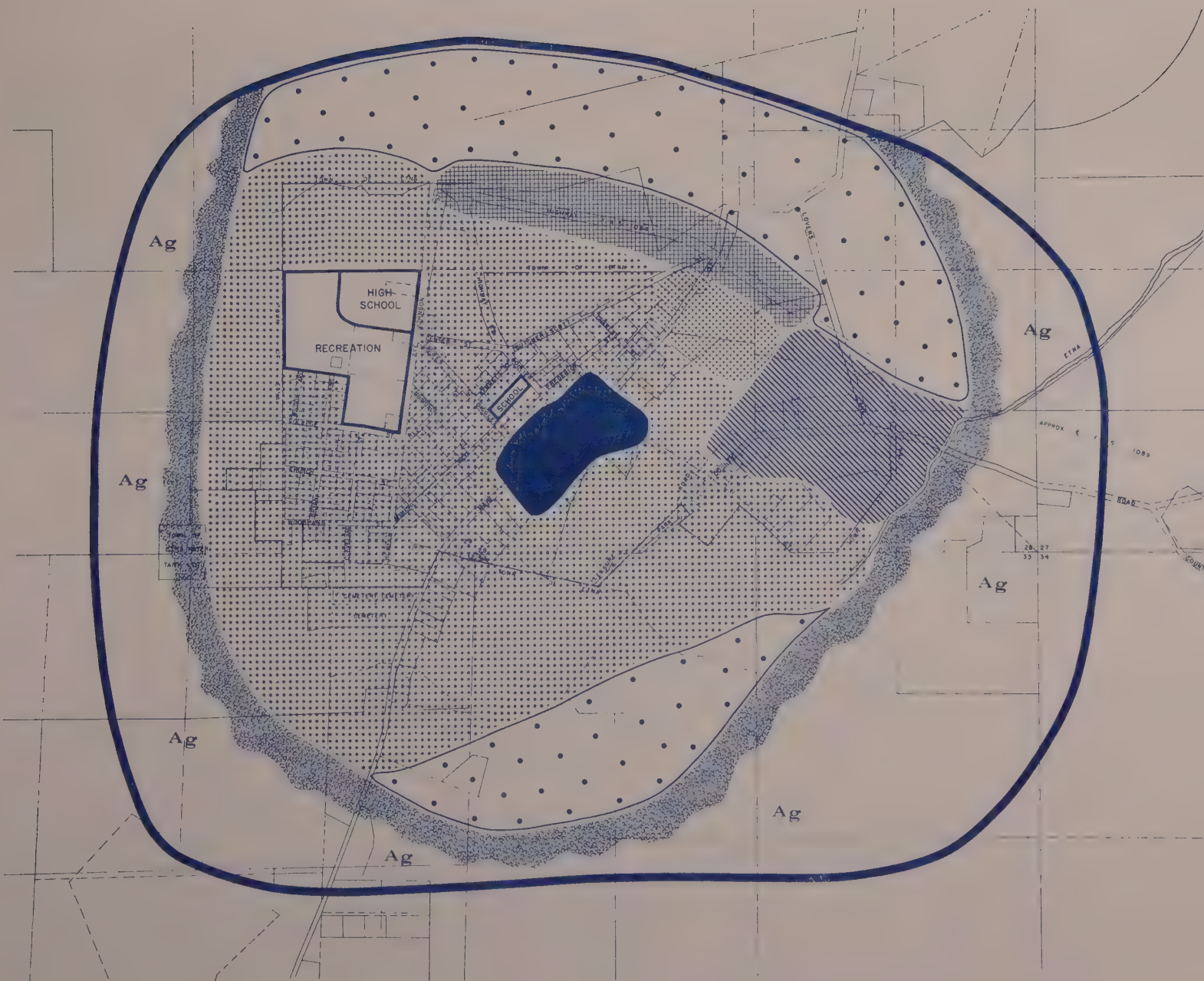


Timber Culture



Limits of
Detailed Plan





SISKIYOU COUNTY

GENERAL PLAN

CITY
OF

ETNA

LAND USE PLAN



LEGEND

RESIDENTIAL

DWELLING
UNITS
PER ACRE

Rural Density 1

Low Density 1-4

Medium Density 4-6

High Density 6-12

INDUSTRIAL



COMMERCIAL

Retail

Highway Service

General

PUBLIC

School

Recreation

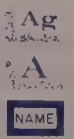
OTHER

Intensive Agriculture

Extensive Agriculture

Timber Culture

Limits of
Detailed Plan

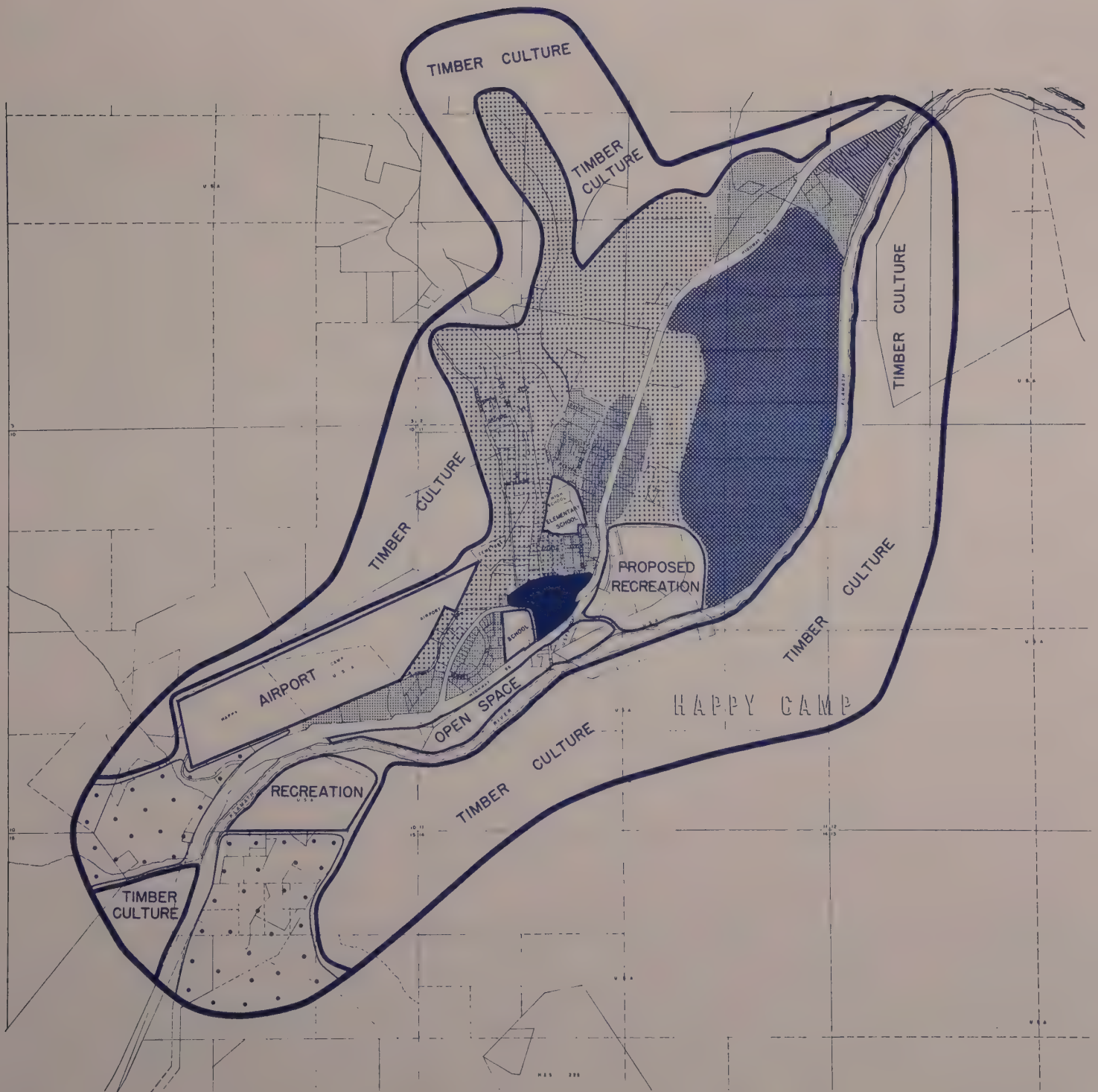




SISKIYOU COUNTY

GENERAL PLAN

CITY OF FORT JONES	LAND USE PLAN	 Scale HAIN, WISE & ASSOCIATES, INC. PLANNING CONSULTANTS
LEGEND		
RESIDENTIAL Rural Density 1 Low Density 1-4 Medium Density 4-6 High Density 6-12 INDUSTRIAL	COMMERCIAL Retail Highway Service General PUBLIC School Recreation	OTHER Intensive Agriculture Extensive Agriculture Timber Culture Limits of Detailed Plan
















SISKIYOU COUNTY

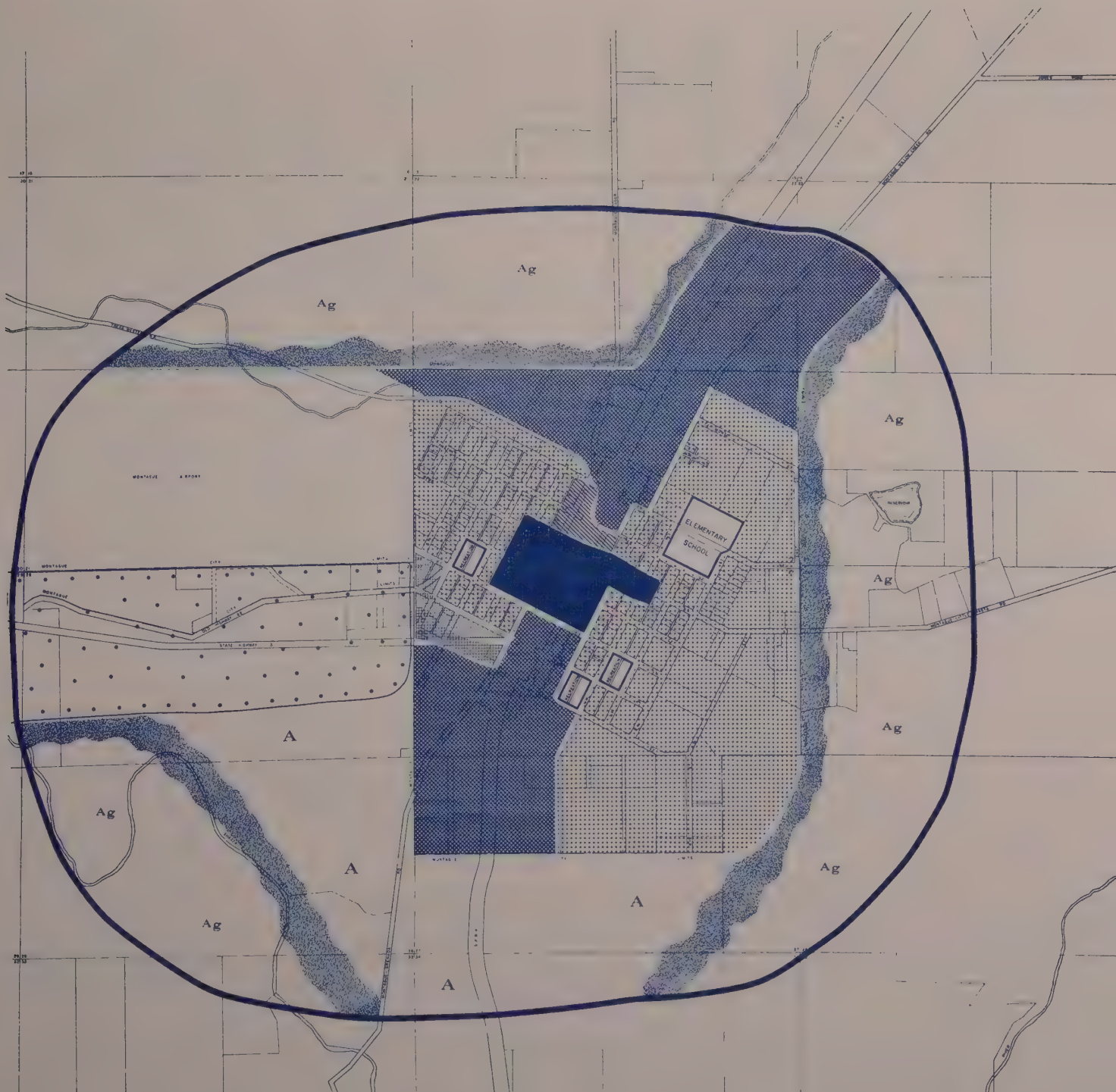
GENERAL PLAN

COMMUNITY OF		HAPPY CAMP		LAND USE PLAN			
LEGEND							
RESIDENTIAL		COMMERCIAL		OTHER			
Rural Density	1		Retail		Intensive Agriculture		
Low Density	1-4		Highway Service		Extensive Agriculture		
Medium Density	4-6		General		Timber Culture		
High Density	6-12		PUBLIC		Limits of Detailed Plan		
INDUSTRIAL			School				
			Recreation				



SISKIYOU COUNTY GENERAL PLAN

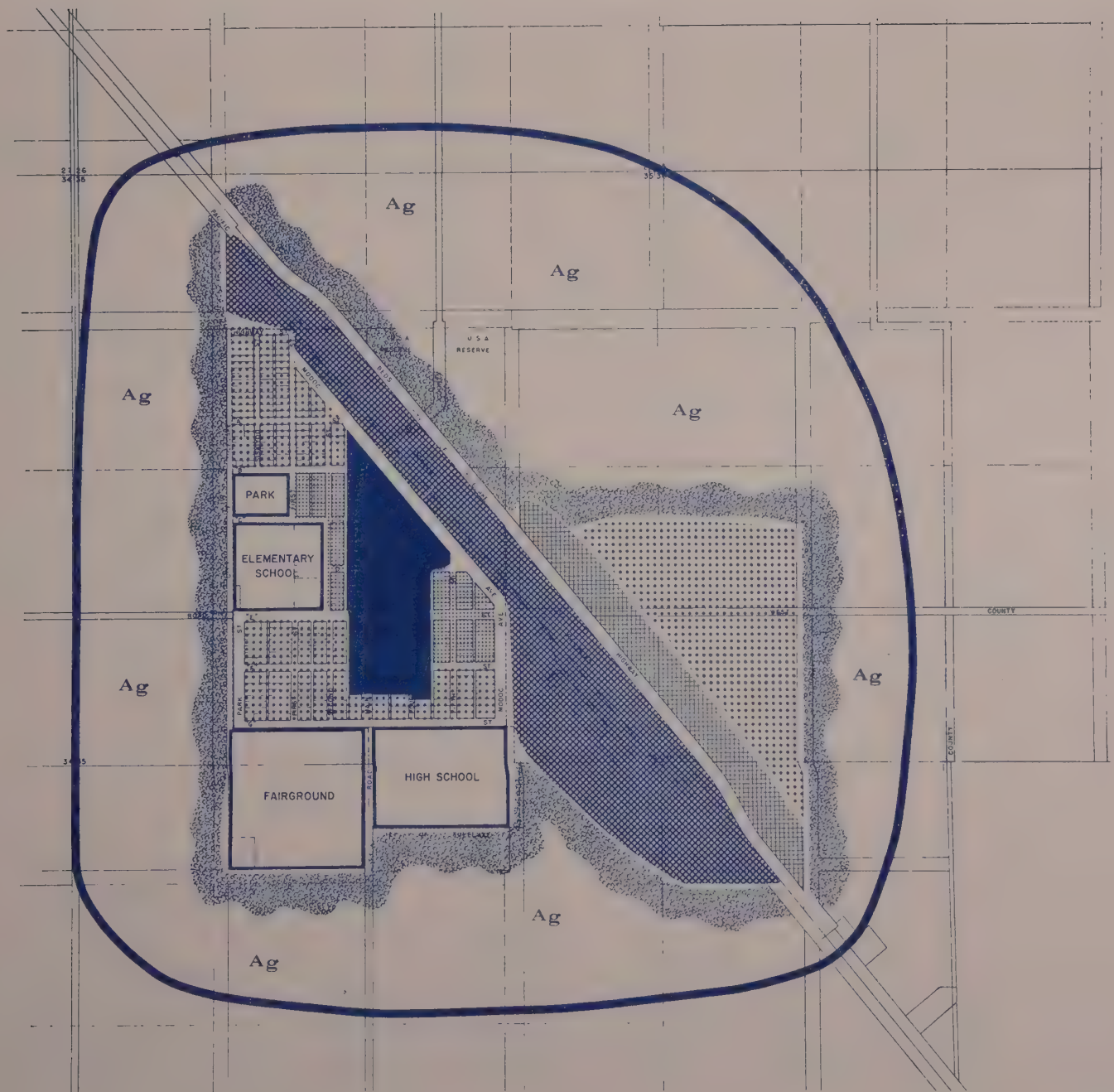
COMMUNITY OF		MC CLOUD		LAND USE PLAN			
LEGEND							
RESIDENTIAL		COMMERCIAL		PUBLIC			
Dwelling Units Per Acre							
Low Density 1-4		Retail		School			
(One and Two Family)		Office		Parks			
Medium Density 4-6		Service		Golf Course and			
(Multiple Family)		(General Commercial)		Pasture			
High Density 6-12		INDUSTRIAL AND		Public Service and			
(Hotel, Motel, Trailer Park)		RAILROAD		Institutions			
				LIMITS OF DETAILED PLAN			
							



SISKIYOU COUNTY

GENERAL PLAN

CITY OF		MONTAGUE		LAND USE PLAN		 0 200 400 600 800 Feet W. T. & ASSOCIATES, INC. PLANNING CONSULTANTS	
LEGEND							
RESIDENTIAL		COMMERCIAL		OTHER			
	DWELLING UNITS PER ACRE						
Rural Density	1		Retail		Intensive Agriculture		
Low Density	1-4		Highway Service		Extensive Agriculture		
Medium Density	4-6		General		Timber Culture		
High Density	6-12				Limits of		
INDUSTRIAL			PUBLIC		Detailed Plan		
			School				
			Recreation				

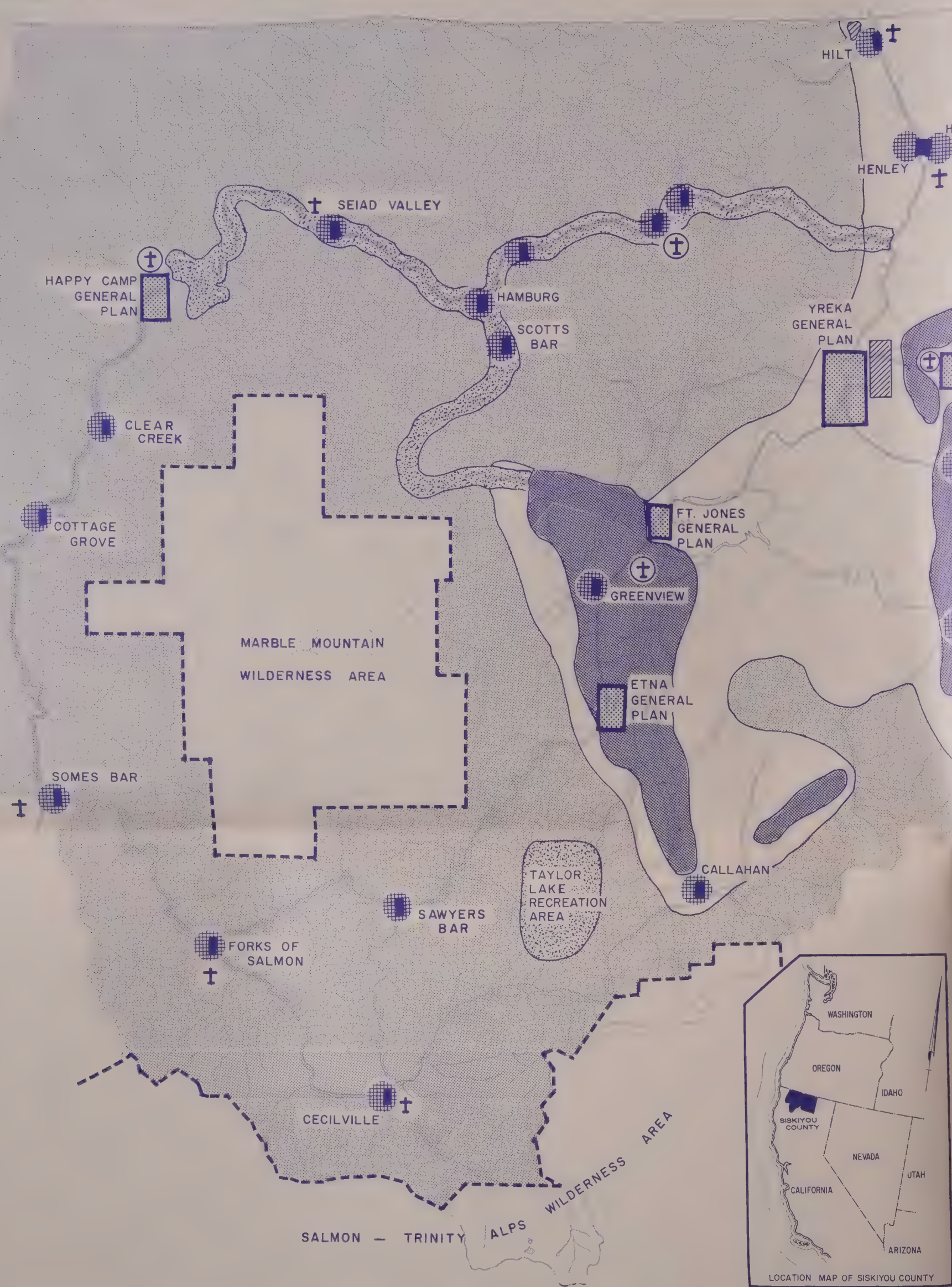


SISKIYOU COUNTY GENERAL PLAN

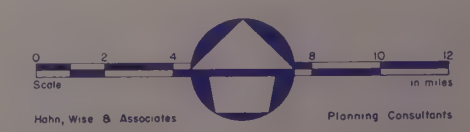
CITY OF		TULE LAKE		LAND USE PLAN		<div><div><div>0</div><div>400</div><div>800</div><div>1600</div><div>2000</div><div>2400</div></div><div>Scale</div><div>in feet</div></div> <div>HAHN, WISE & ASSOCIATES, INC.</div> <div>PLANNING CONSULTANTS</div>	
LEGEND							
RESIDENTIAL		COMMERCIAL		OTHER			
	DWELLING UNITS PER ACRE						
Rural Density	1		Retail		Intensive Agriculture		Ag
Low Density	1-4		Highway Service		Extensive Agriculture		A
Medium Density	4-6		General		Timber Culture		NAME
High Density	6-12				Limits of		
INDUSTRIAL			PUBLIC		Detailed Plan		
			School				
			Recreation				

GENERAL PLAN

LAND USE ELEMENT



SISKIYOU COUNTY, CALIFORNIA



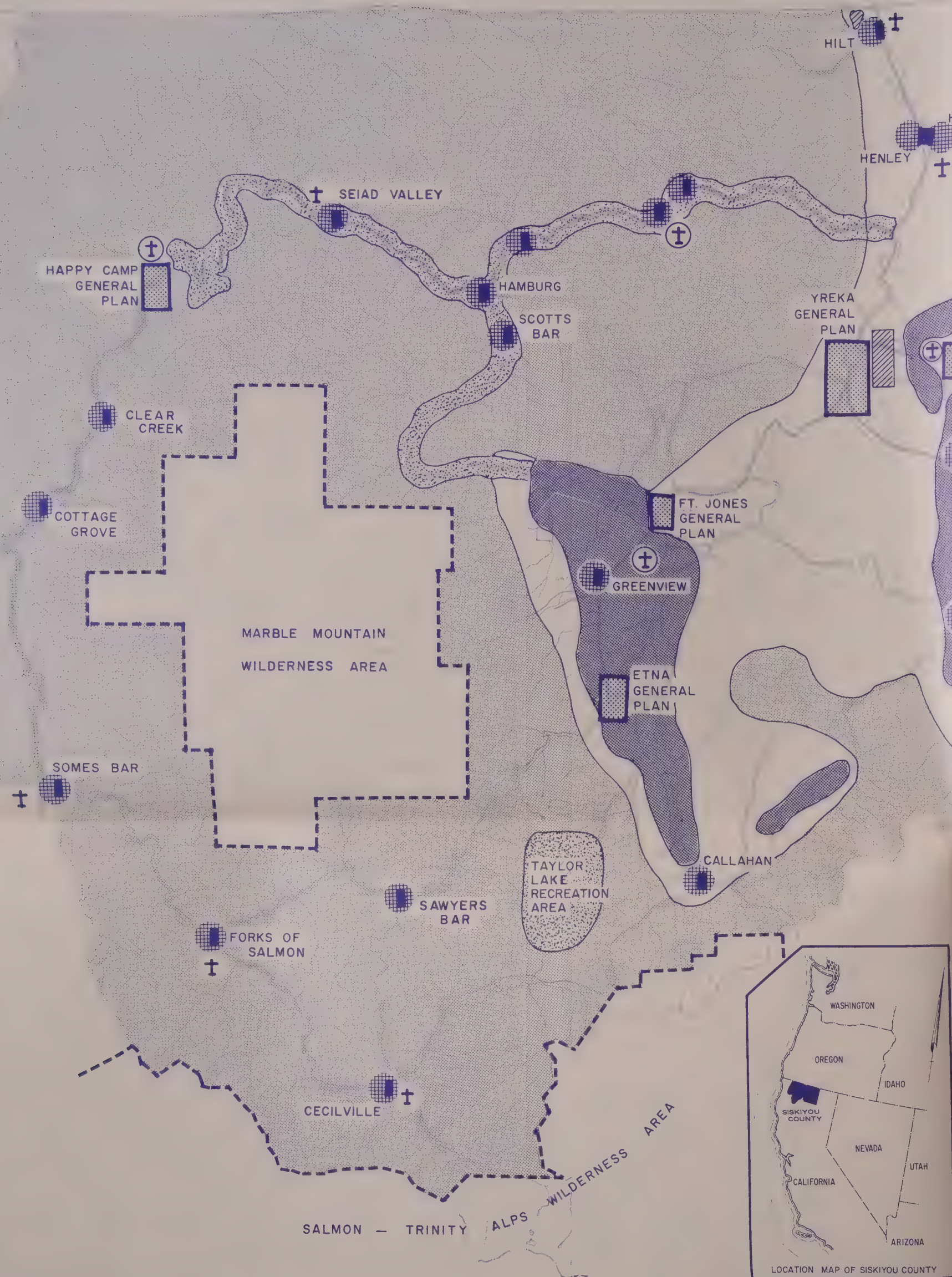
LEGEND

- | | |
|---|--------------------------------|
| Urban or Community Areas or Areas of Existing General Plans | Other Community or Settlements |
| Intensive Agriculture Irrigated Lands, Row Crops | Wilderness Areas |
| Extensive Agriculture Dry Farming, Grazing, Woodlots, Timberlands | Rural Residential |
| Timber Culture (Public and Private) | Commercial |
| Recreation Areas | Industrial |

- | | | |
|----------|----------|----------------|
| Existing | Proposed | Public Airport |
| | | |

GENERAL PLAN

LAND USE ELEMENT



SISKIYOU COUNTY, CALIFORNIA



LEGEND

- Urban or Community Areas or Areas of Existing General Plans
- Intensive Agriculture
Irrigated Lands, Row Crops
- Extensive Agriculture
Dry Farming, Grazing, Woodlots, Timberlands
- Timber Culture
(Public and Private)
- Recreation Areas

- Other Community or Settlements
- Wilderness Areas
- Rural Residential
- Commercial
- Industrial

Existing

Proposed



Public Airport

THE CIRCULATION PLAN

GENERAL

The Land Use Plans for Siskiyou County and its cities project a pattern for uses of land in a wide range of categories including both urban and rural types. Inherent in these plans is the recognition of the need to provide methods and routes making it possible for residents and visitors not only to move freely and conveniently throughout the plan area but into and out of the area. Similarly, if the county and its population is to prosper, the movement of goods between markets and consumers must flow in as expeditious a manner as possible. Therefore, it is essential that the General Plan include a Circulation Plan to provide a program for the establishment and improvement of a system of transportation arteries for the county. Transportation within the county is provided by several means. In addition to the personal automobile, railroads, truck lines, aircraft and buses operate within the County.

RAILROADS

The central portion of the County is served by the Southern Pacific Railroad's main line. This route enters the County on the south near Dunsmuir and extends to Weed. At this point the line divides, the easterly branch extending to Klamath Falls, Oregon via Butte Valley and the westerly branch to Medford via the Shasta Valley. Another branch line extending southerly from eastern Oregon serves Tulelake and the Yreka and Western Railroad provides service between the Southern Pacific and the County seat.

The McCloud River Railroad extends from the Southern Pacific at Mt. Shasta easterly through the community of McCloud and connects with the Western Pacific Railroad and the Great Northern Railroad in southeastern Siskiyou County. Only the cities of Fort Jones and Etna and the Klamath River communities are without direct rail service.

HIGHWAYS AND FREEWAYS

Siskiyou County and its cities are well served by a network of state highways. U.S. Highway 99, rapidly becoming Interstate 5 Freeway, runs a north-south route through the center of the County and is the principal interstate connection with the County. Additionally U.S. Highway 97 extending north easterly from Weed provides a link from Highway 99 (Interstate 5) to eastern Oregon continuing northerly through Klamath Falls and serving Macdoel and Dorris.

State Highway 3 provides an artery connecting the Scott Valley and Montague with the City of Yreka, while State Highway 96 extending northeasterly from Humboldt County provides a route along the Klamath River to U.S. 99 (Interstate 5) north of Yreka.

State Highway 89 extends southeasterly from Interstate 5 freeway at Mt. Shasta via Mt. Lassen, and connects with Interstate 80 freeway near Lake Tahoe. This highway affords a recreational route from Mount Shasta, to Mt. Lassen and the Lake Tahoe area, and provides access to the community of McCloud.

State Highway 161 connects between U.S. Highway 97 near Dorris to State Highway 139 near Tulelake, running east-west along the state line. Highway 139 extending south from Oregon through Tulelake to Susanville provides a connection through the north-easterly corner of the County.

BUS AND TRUCK SERVICE

All of the County's communities and cities are situated along or in close proximity to State or National highway or freeway routes. Pacific Greyhound Lines and Continental Trailways Lines provide interstate and intrastate passenger service to the majority of the communities and cities of the County with limited passenger service being available to the balance. In addition, truck lines provide freight service over this highway and freeway system to all the cities and communities.

AIR TRANSPORTATION

At the present time no scheduled air lines operate within Siskiyou County although existing facilities at Siskiyou County airport are adequate for such service. Future plans foresee the use of the Weed airport for a scheduled airline stop due to its strategic location in relation to the centers of population of the County and close proximity to Interstate 5 freeway.

Air charter service and private planes make considerable use of the existing airports within the County which are strategically located to serve the present population.

Included in this plan are the following existing airports:

1. Mott Airport, operated by the City of Dunsmuir and located between Dunsmuir and Mt. Shasta City.
2. Weed Airport, operated by Siskiyou County northerly of the City of Weed and close to the geographic center of the County's population.
3. Montague Municipal Airport, adjacent to the City of Montague on the west and operated by the City.
4. Siskiyou County Airport, operated by the County, north of the City of Montague and presently the major airport in the County.
5. Scott Valley Airport, county-operated and located between the Cities of Fort Jones and Etna.
6. Happy Camp Airport, located at the community of Happy Camp and operated by Siskiyou County.
7. Eagle Nest Bar Airport, operated by the County and situated on the Klamath River near Walker.
8. Butte Valley Airport, county-operated, between the City of Dorris and the town of Macdoel.
9. Tulelake Airport, operated by the City of Tulelake and situated in Modoc County southeast of the City.
10. McCloud Airport, a private landing facility near the Community of McCloud.

CITY STREETS AND COUNTY ROADS

The State and Federal highway system is supplemented by a system of County roads and city streets providing access to or connecting between the highway system.

With the growth of population in the future and increasing use of the County's recreational resource vehicular traffic will grow. Present traffic conditions are indicated on the traffic flow map on page 77. As a result of the growth of the County in accordance with the Land Use Plan not only will the amount of traffic become greater but changes in the relative traffic loads along various routes can be expected. Accordingly, estimates of the future volumes of traffic were made on the basis of population growth, visitor usage, change in pattern of vehicle ownership and changes in land use. This projection of traffic volumes is contained in the chart on page 78.

With increasing volumes of traffic to be expected improvements such as widening, surfacing, curbs, gutters and sidewalks will become necessary. The chart on pages 79 and 80 illustrates desirable cross-sections for County roads and City streets. These sections are designed to fit the needs foreseen for the future and are related to the character of adjacent land use anticipated to utilize the facility.

CIRCULATION PLAN

The maps at pages 82 through 92 are a series of circulation plans for each of the several cities within the County and two of the largest unincorporated communities. These individual maps are inserts within the countywide circulation plan map on page 93.

24 HOUR TRAFFIC FLOW

Based on counts taken by Hahn, Wise and Associates, and the Urban Planning Department of the Division of Highways, August 29, through September 2, 1966.

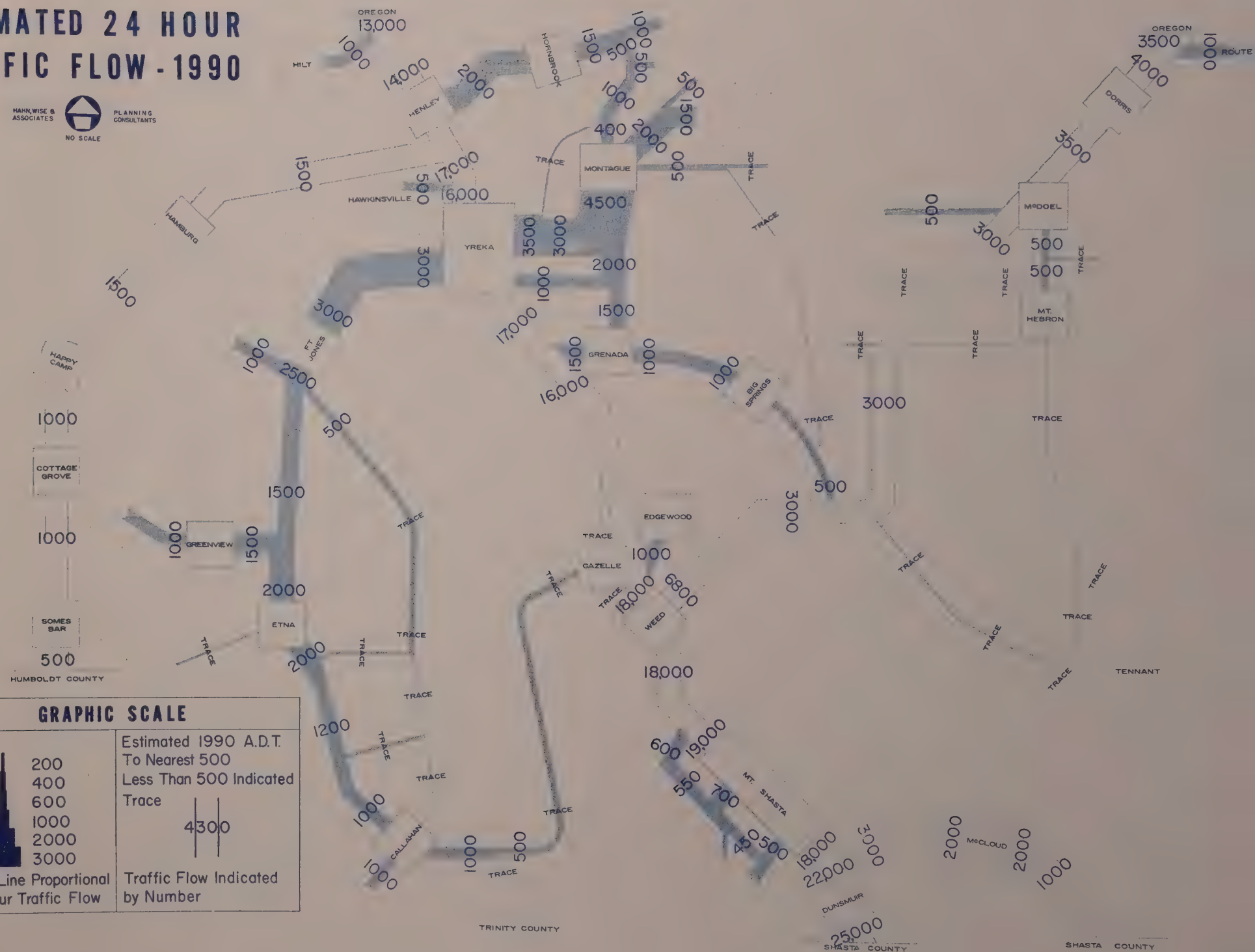
HAHN, WISE &
ASSOCIATES

PLANNING CONSULTANTS

NO SCALE

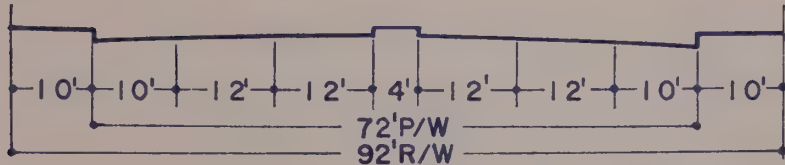


MAHN, WISE & ASSOCIATES
PLANNING CONSULTANTS
NO SCALE



DESIRABLE STREET SECTIONS

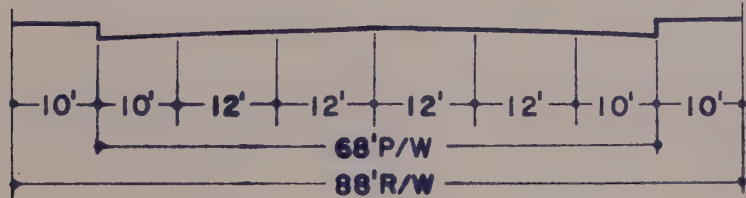
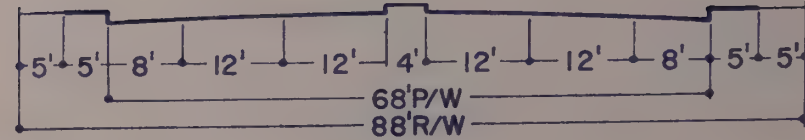
COMMERCIAL - INDUSTRIAL



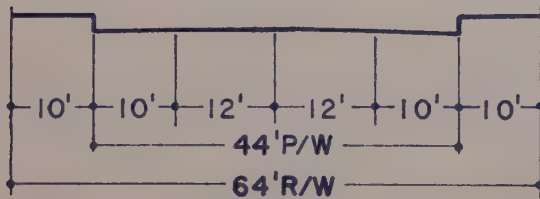
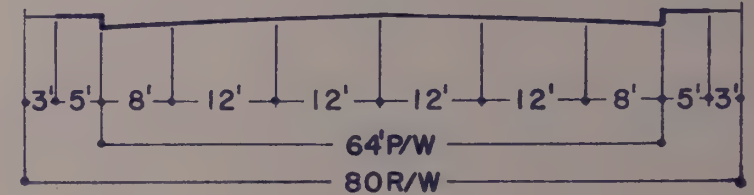
THOROUGHFARE

MAY HAVE 16' MEDIAN WITH ADDITIONAL R/W

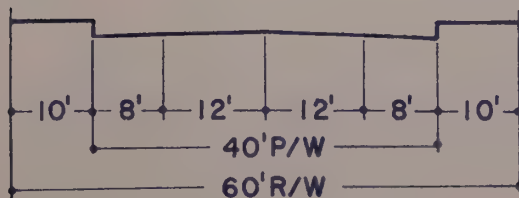
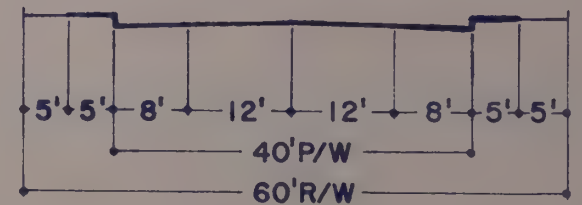
RESIDENTIAL



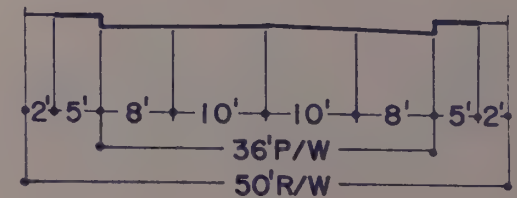
ARTERIAL



COLLECTOR

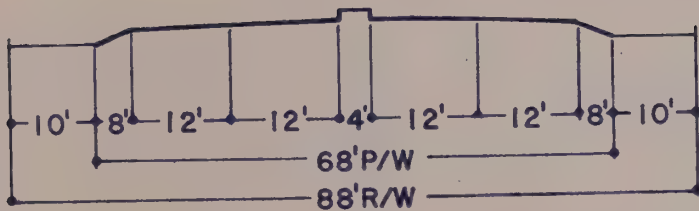


LOCAL

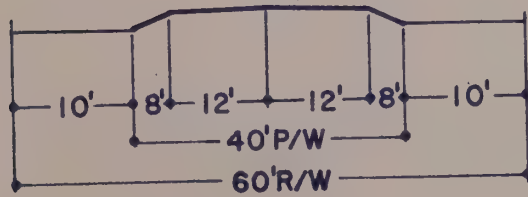


DESIRABLE ROAD SECTIONS

RURAL



MAY HAVE 16' MEDIAN WITH ADDITIONAL R/W

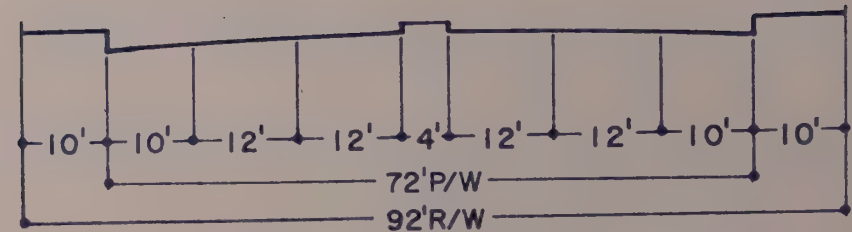


ARTERIAL & COLLECTOR

THOROUGHFARE RESIDENTIAL

MAY HAVE 16' MEDIAN WITH ADDITIONAL R/W

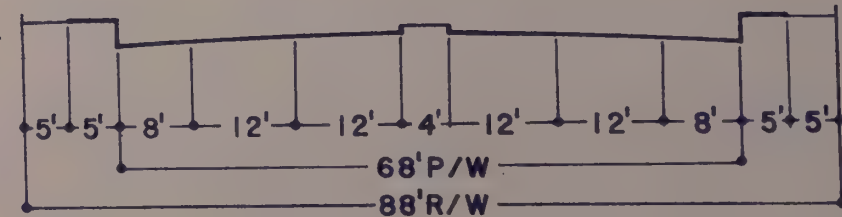
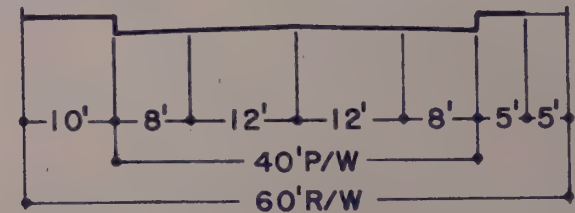
SUBURBAN



COMMERCIAL INDUSTRIAL

COMMERCIAL INDUSTRIAL

RESIDENTIAL



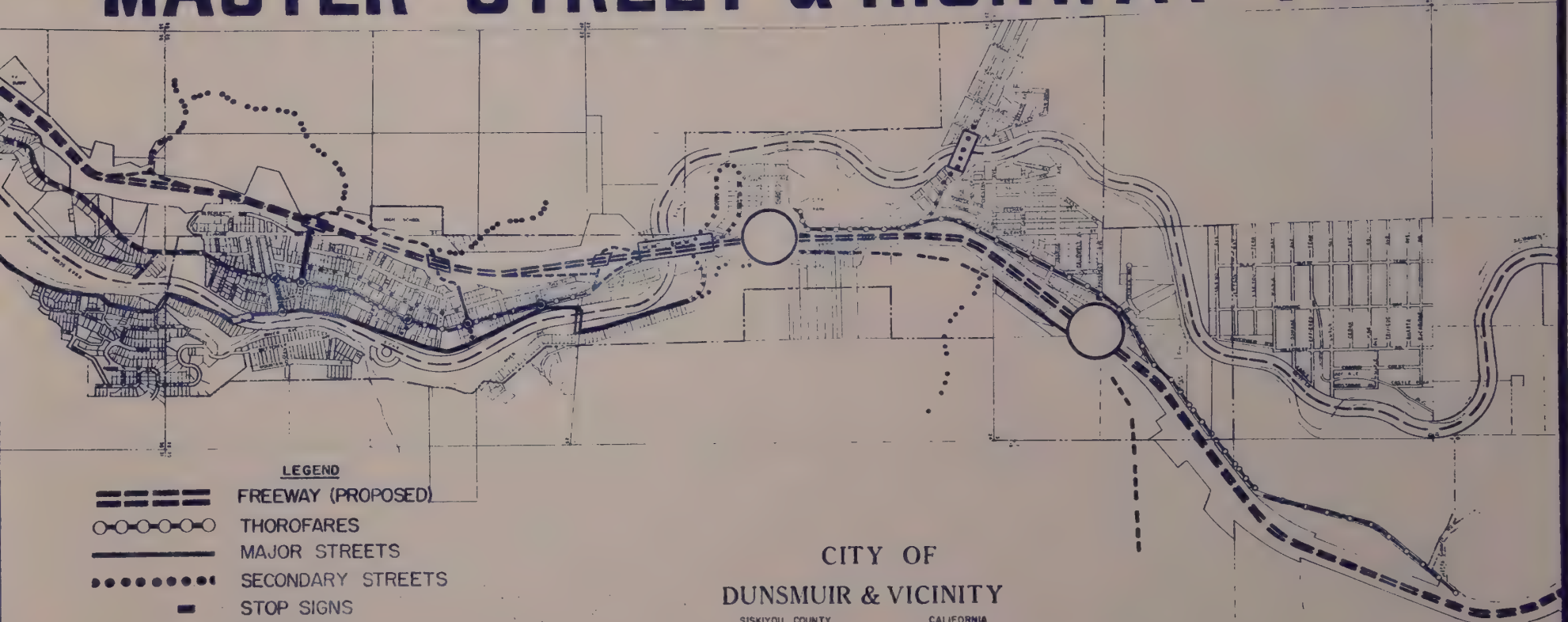
The countywide circulation plan appears as a map on page 93. This map portrays a network of State and Federal highways and freeways, the designation of scenic routes and a connecting network of County roads and City streets existing and projected.

In addition the countywide map indicates the existing airport system of the County and projected general locations for future airports needed to accommodate the increasing population projected for the plan area. To meet these needs and to augment the public safety services the following locations are indicated for future airport or landing facilities:

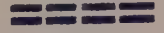







1. A proposed airfield for the general vicinity of the community of Tennant which could also serve the Medicine Lake recreational region.
2. A proposed airfield in the Cecilville vicinity to serve not only for emergency services but business activity and recreationists.
3. Additional landing facilities are projected for Forks of the Salmon, Somes Bar, Seiad, Henley-Hornbrook vicinity, and Hilt.

It is not contemplated that the plan will be a detailed precise plan for the improvement of county roads and city streets. Following the adoption of the Circulation Plan detailed engineering designs for standard road improvements will have to be adopted to make certain that improvements made are adequate to meet future demands. In addition to the system of highways, arterials and collectors, land service streets will develop with the subdivision of lands and increased intensity of use, however, the Circulation Plan is the basic network for future service to the County, the Cities and their residents and visitors.

MASTER STREET & HIGHWAY PLAN



LEGEND

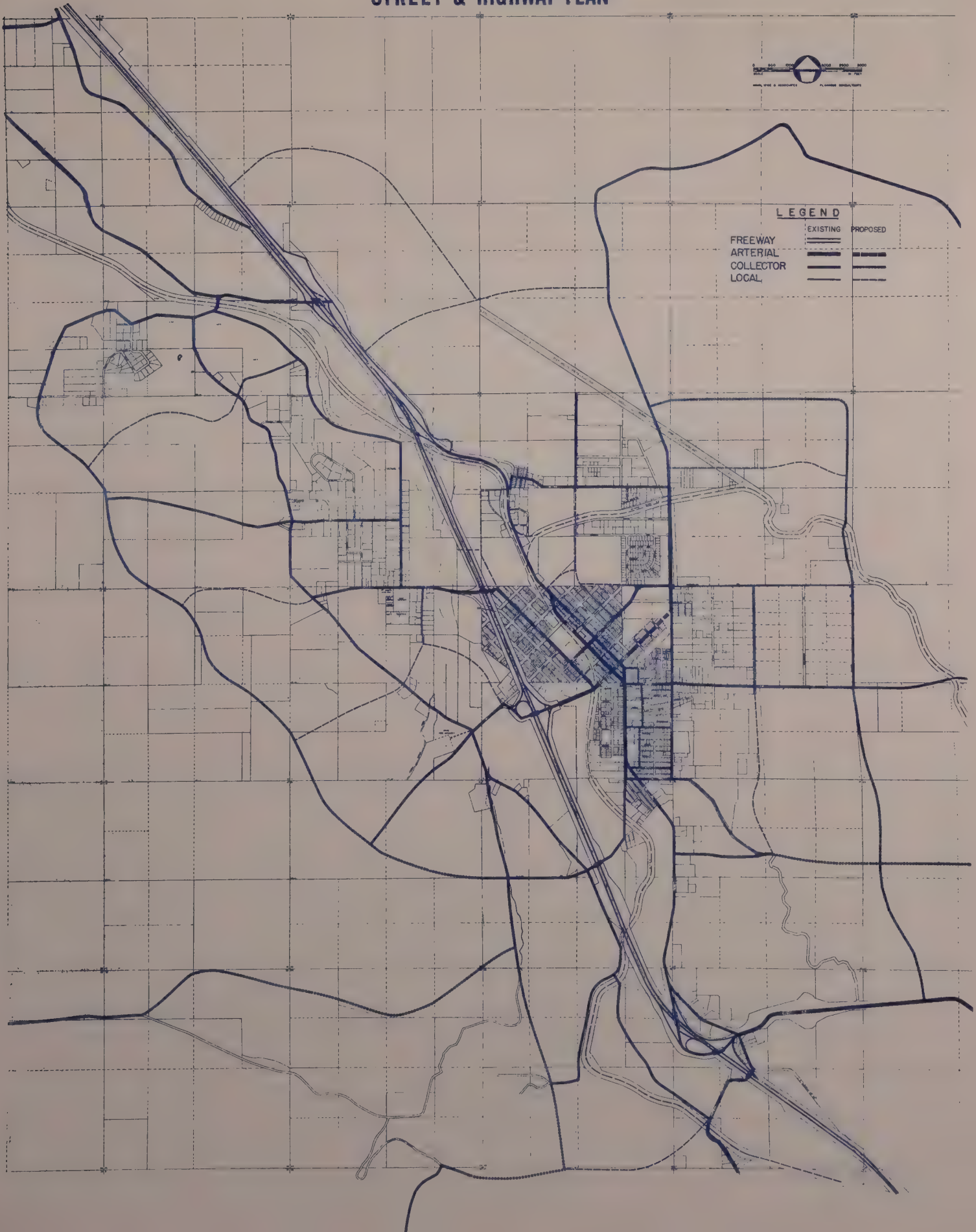
-  FREEWAY (PROPOSED)
-  THOROFARES
-  MAJOR STREETS
-  SECONDARY STREETS
-  STOP SIGNS
-  SIGNALS
-  GRADE SEPARATION (PROPOSED)
-  DASHED PATTERN INDICATES PROPOSED STREETS

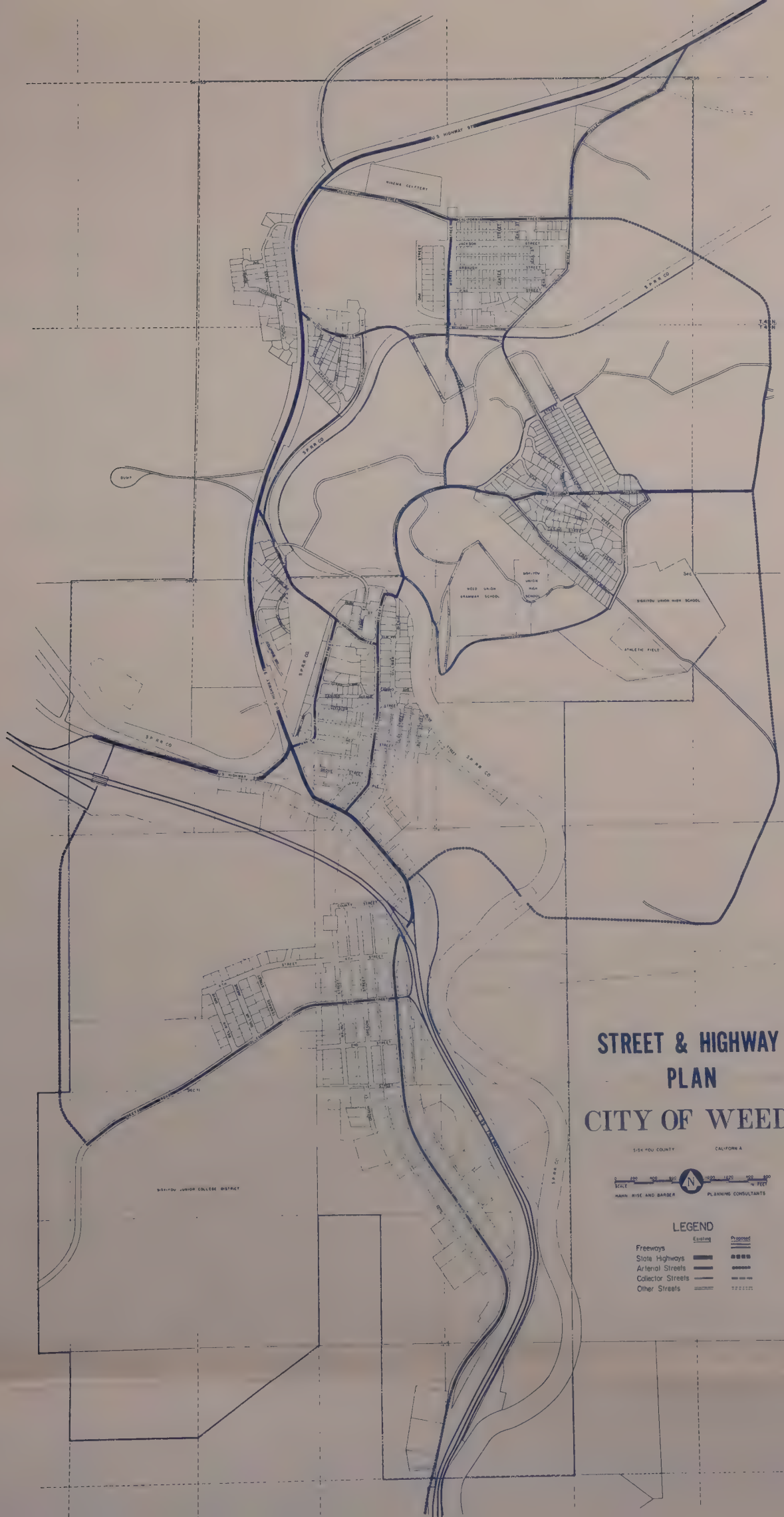
CITY OF
DUNSMUIR & VICINITY
SISKIYOU COUNTY CALIFORNIA



CITY OF MT. SHASTA & VICINITY

STREET & HIGHWAY PLAN






STREET & HIGHWAY PLAN CITY OF WEED

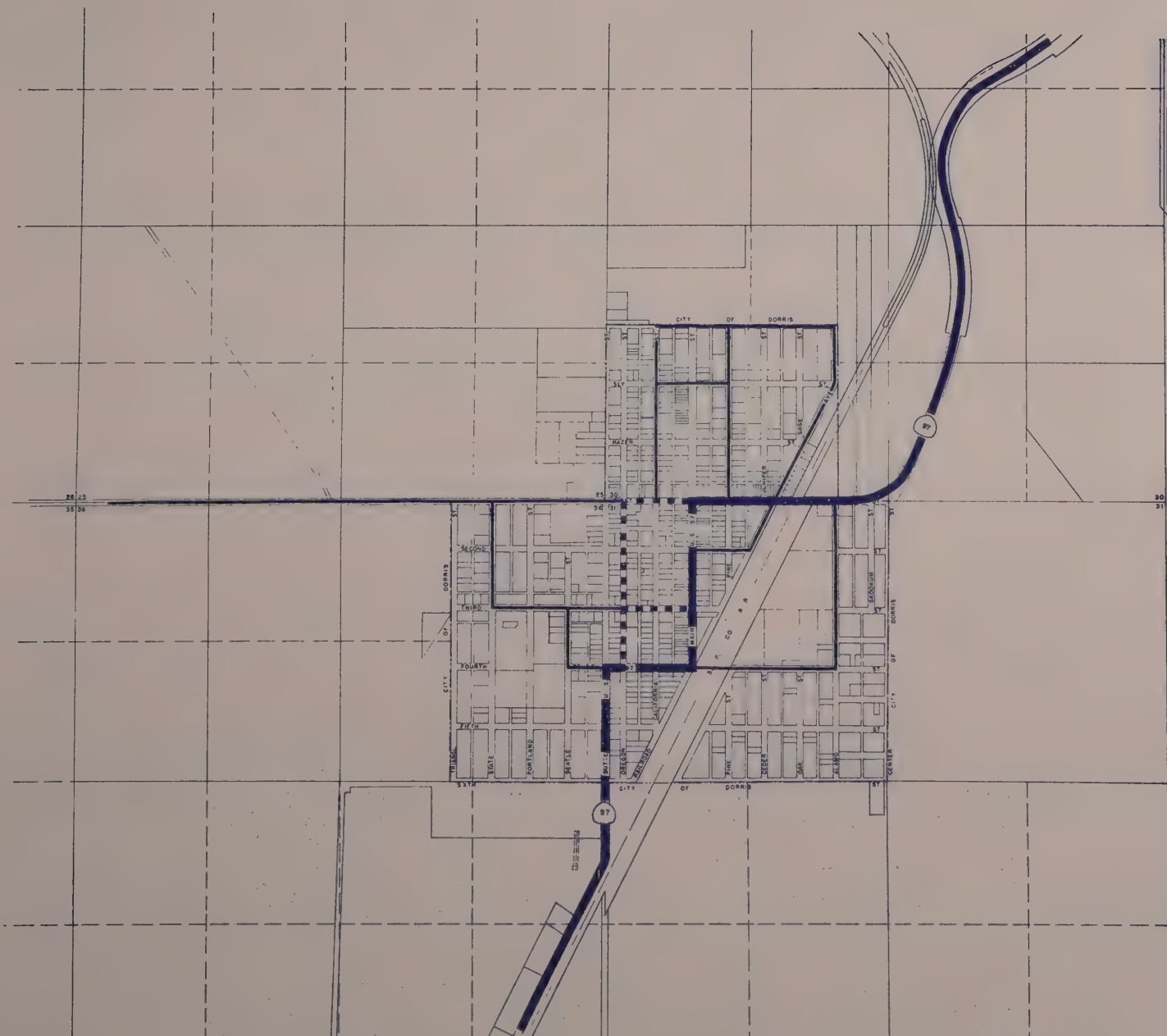
SISKIYOU COUNTY CALIFORNIA
Scale 0 200 400 600 800 1000 1200 1400 1600 1800 2000 FEET
HARRIS AND BARBER PLANNING CONSULTANTS

	Existing	Proposed
Freeways		
State Highways		
Arterial Streets		
Collector Streets		
Other Streets		



SISKIYOU COUNTY GENERAL PLAN

CITY OF YREKA	SELECT STREET SYSTEM 1967	
LEGEND		
Arterial - - - - -	Collector ———	Freeway = = = State Highway ———



SISKIYOU COUNTY

GENERAL PLAN

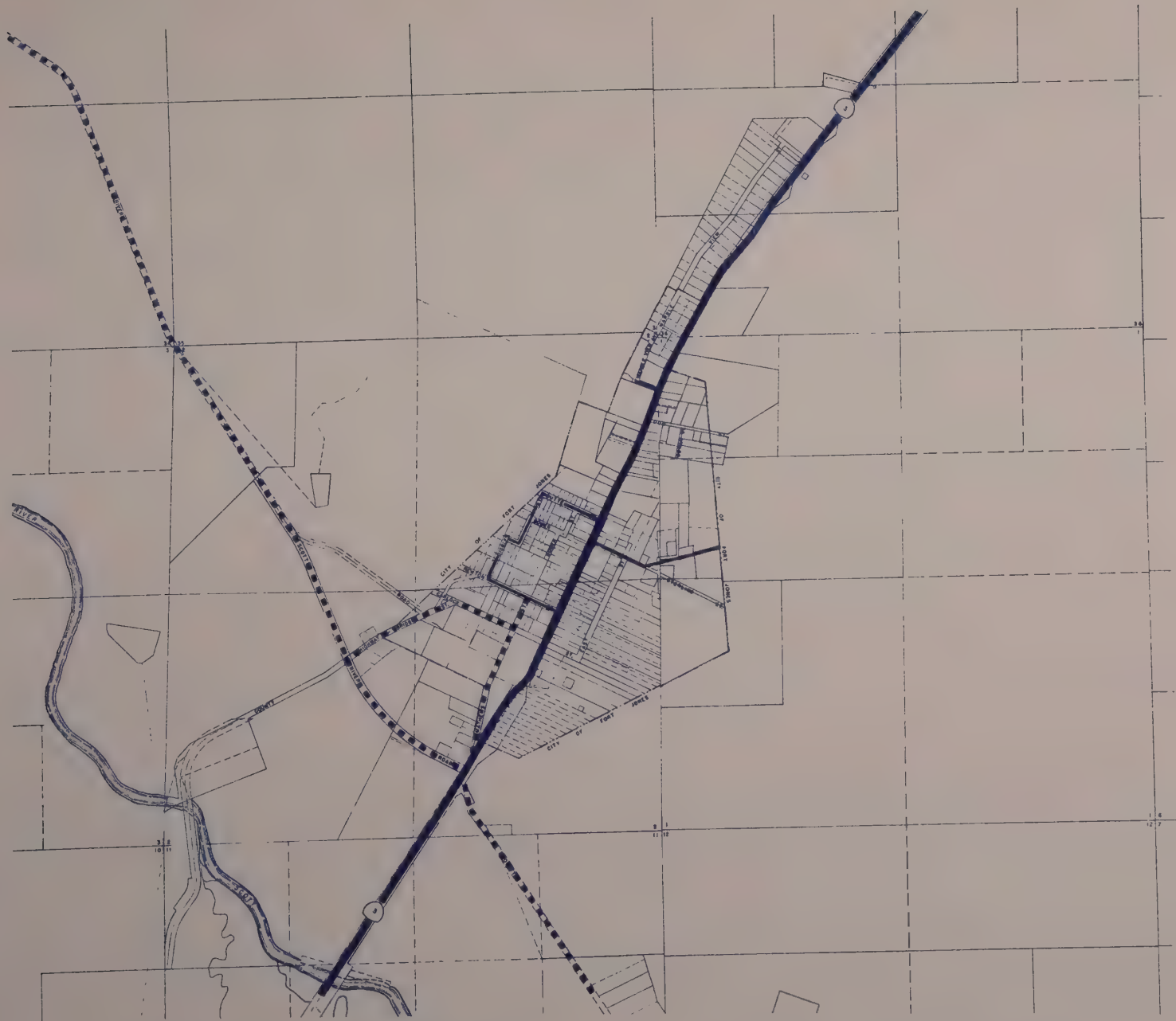
CITY OF DORRIS	CIRCULATION PLAN	
LEGEND		
State Highway	Arterial	Collector Existing Proposed



SISKIYOU COUNTY

GENERAL PLAN

CITY OF ETNA	CIRCULATION PLAN	
LEGEND		
State Highway	Arterial	Collector
		Existing Proposed



SISKIYOU COUNTY

GENERAL PLAN

CITY
OF

FORT JONES

CIRCULATION PLAN



LEGEND

State Highway



Arterial

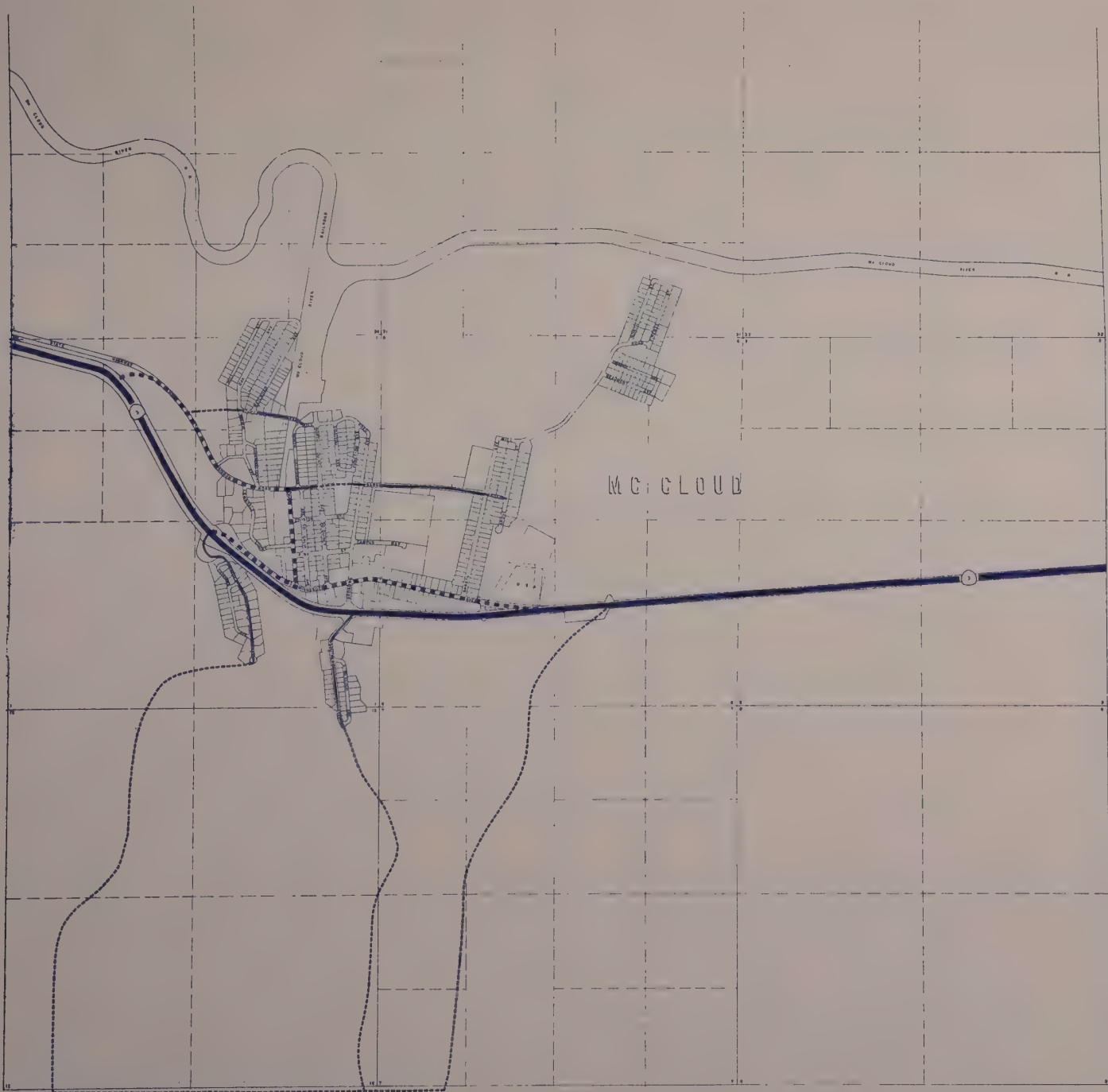


Collector

Existing

Proposed




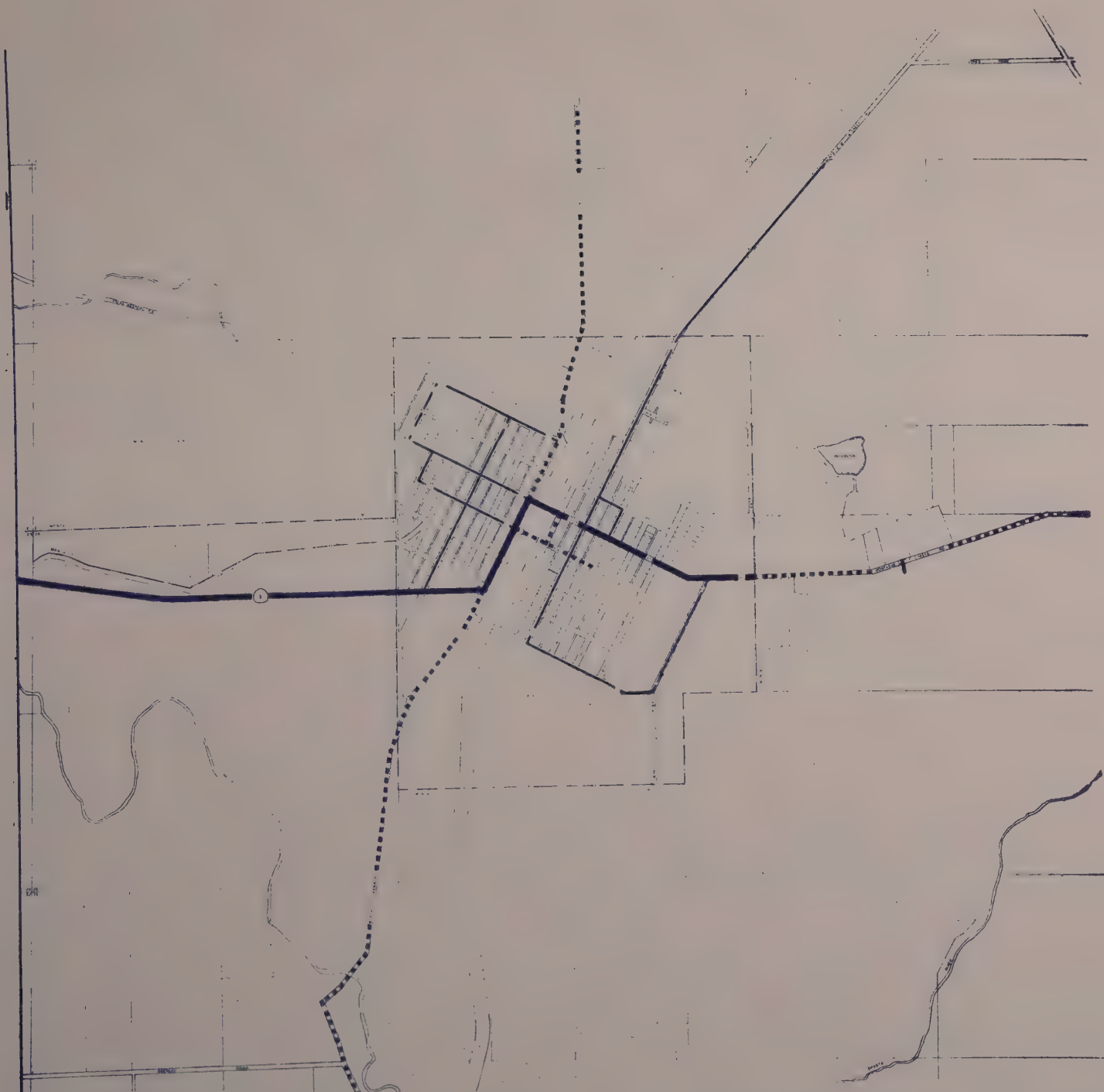


SISKIYOU COUNTY


GENERAL PLAN

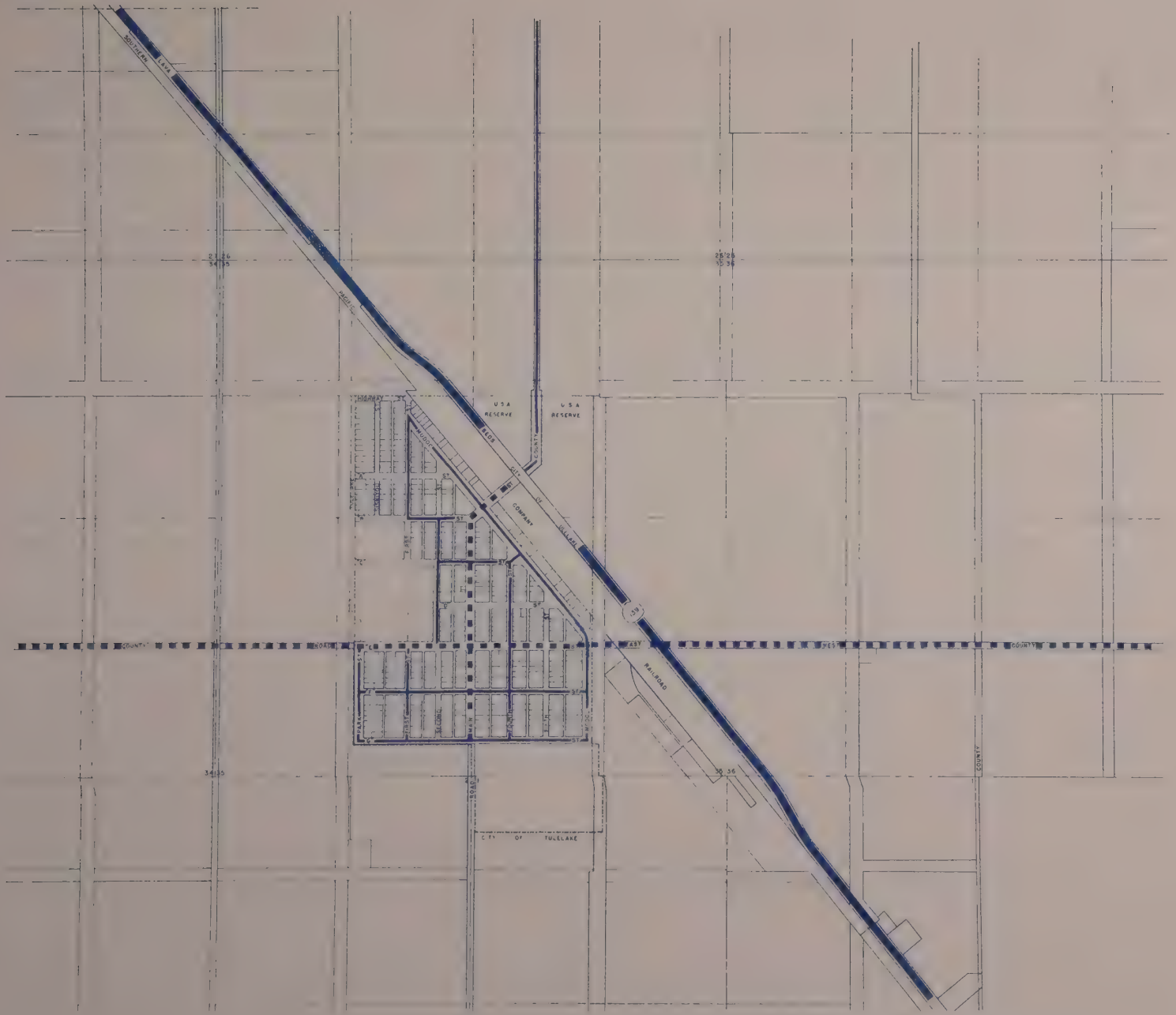
529

COMMUNITY OF MC CLOUD	CIRCULATION PLAN	
LEGEND		
State Highway	Arterial	Collector
Existing	Proposed	Existing Proposed




SISKIYOU COUNTY GENERAL PLAN

CITY OF MONTAGUE	CIRCULATION PLAN	
LEGEND		
State Highway	Arterial	Collector Existing Proposed



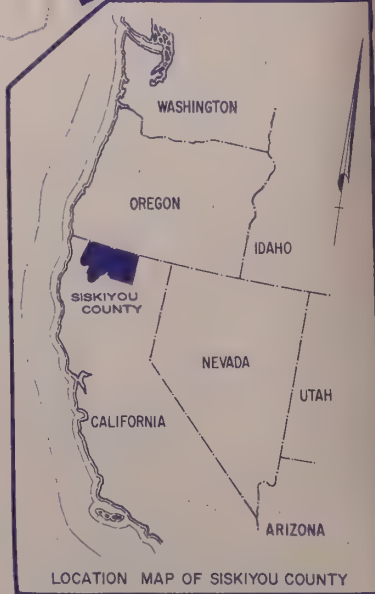
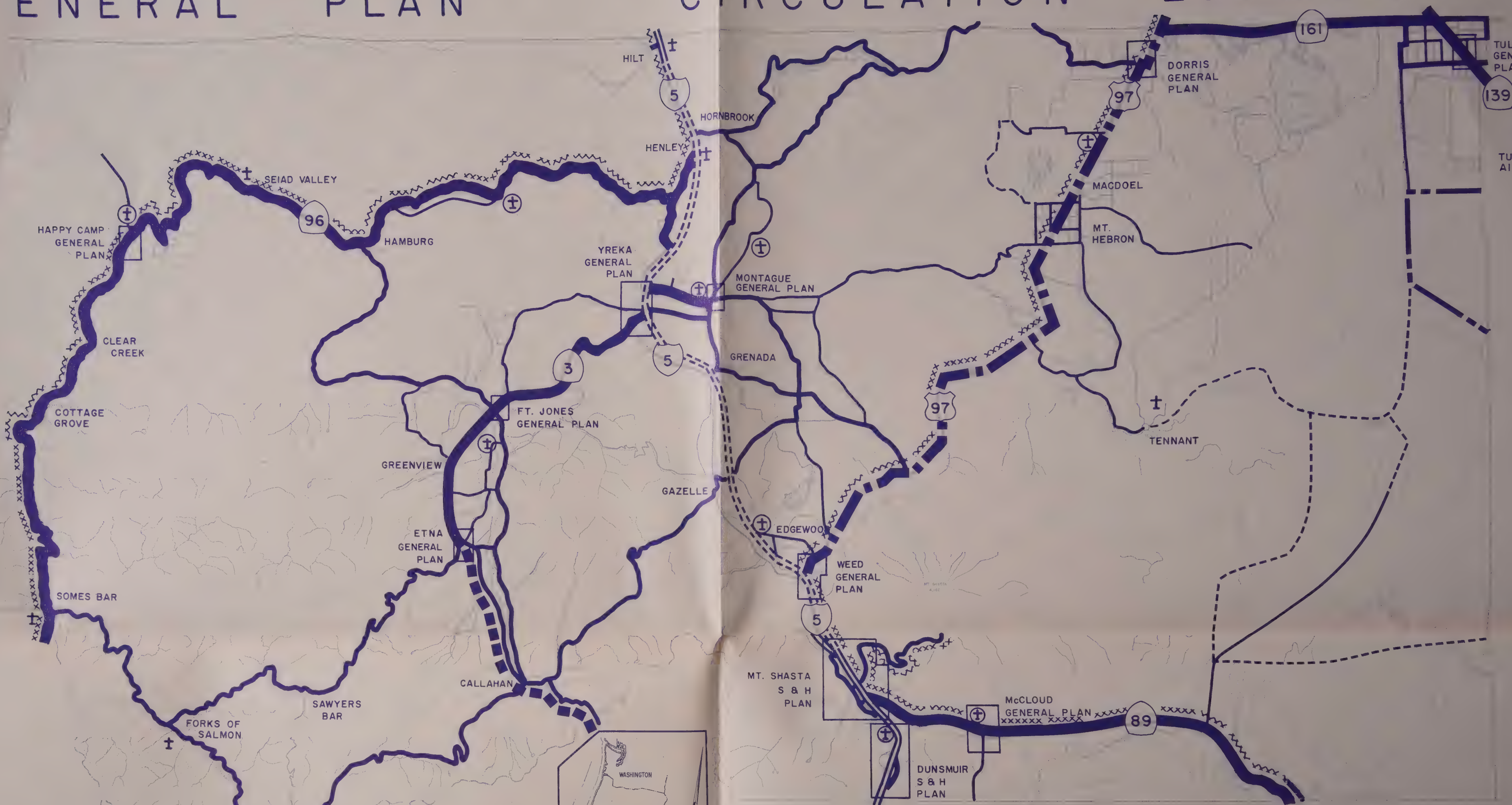
SISKIYOU COUNTY

GENERAL PLAN

CITY OF TULLAKE	CIRCULATION PLAN	
LEGEND		
State Highway	Arterial	Collector
Existing	Proposed	

GENERAL PLAN

CIRCULATION ELEMENT



SISKIYOU COUNTY, CALIFORNIA



EXISTING		PROPOSED	
U. S. Highway		County Select System	
Interstate		Arterial	
State Highway		Collector	
National Monument Road		Scenic Route	
		Airport	

PLAN LINES, BUILDING LINES AND SUBDIVISION CONTROL

Various tools are at hand to carry out the intent of the adopted Circulation Plan. The Plan should be utilized as a measuring device in any actions taken by the Planning Commission and Board of Supervisors to evaluate proposals presented before them.

The adopted County Road setback regulations should be reviewed to determine conformity to the street and road sections of the Circulation Element. Where found inadequate to meet the anticipated future needs revisions should be made to assure that new buildings to be constructed not interfere with future road needs and variances granted only where it is found that such variance will not authorize construction that will cause future expense.

In the review and approval of any subdivision map the County should require the installation of any streets or roads contained in the plan in accordance with the standards of the plan to insure that future widening costs not be incurred. By following such a plan of action the needs of the future can be met without undue burden upon the residents of the County.

USING THE PLAN

Since the Circulation Plan is designed for the future growth and development of the County until the year 2000 the proposals cannot become reality overnight.

Certainly no plan can be adopted for an extended future period without provisions for modification. It is the obligation of the Planning Commission and Board of Supervisors

to periodically review the Plan and determine whether or not it meets the realities of current time. Certainly in the course of a five year period some change could be in order and the plan modified accordingly. However, extensive continuing modification will result in a loss of stability and since the plan is adopted as a guide, permanency must be inherent in adopted plans.

